

THE
INTERNATIONAL KLONDIKE
GOLD RUSH TRAIL

Technical
Appendices

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The International Yukon Gold Rush Trail

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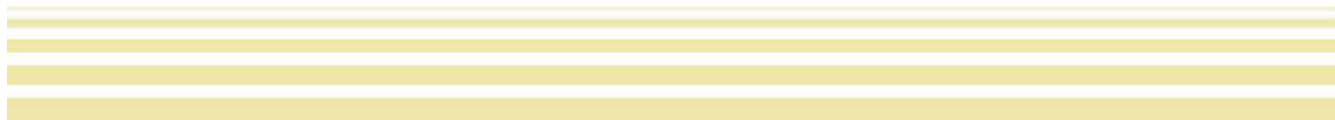
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Appendices

A. Economic

B. Designation

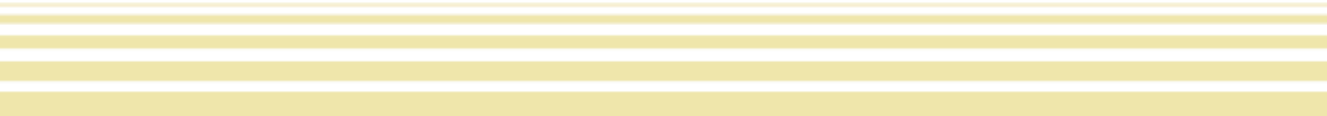
C. ISL Crowley Article

D. ISL Bylaws

E. IKGRT Aug. 2007 Meeting Notes

F. Maps

G. Annotated Bibliography



Economic Implications of a Gold Rush Trail System

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Table of Contents

A.	Introduction.....	1
B.	Current Conditions.....	3
C.	Potential Impacts of a Gold Rush Trail System.....	4
i.	Direct Spending.....	5
	Experience from other regions.....	9
ii.	Multiplier Effects.....	10
	Experience from other regions.....	12
iii.	Secondary Impacts.....	13
	Experience from other regions.....	15
iv.	New Business Potential.....	17
	Experience from other regions.....	19
v.	Historic and Scenic Impact on Property Values.....	20
	Experience from other regions.....	22
D.	Summary.....	23

Economic Implications of a Gold Rush Trail System

A. Introduction

The creation of a trail system focused on attracting tourism along the various routes of the Klondike Gold Rush in Alaska and Canada has the potential of creating a variety of significant economic impacts for the state, the component regions and the individual communities who elect to become a part of the trail system. For a state and region with an already booming tourism trade, the potential implementation of a Gold Rush Trail system offers another venue to capture part of the growing sector of eco and heritage tourism, in addition to attracting a large number of visitors.

This report will outline the impacts that may be expected from the creation of a Gold Rush Trail system in the transnational region stretching along the west coast from Seattle to Skagway and inland to White Horse, Dawson and Eagle. While the current tourism conditions analysis will focus largely on available data from Alaska, the discussion of the potential benefits will focus on all of the various constituent levels involved: the states and provinces; the regions that incorporate portions of the historic Gold Rush routes, and the local communities along the routes to the goldfields of the Yukon and beyond. Given that the analysis of potential impacts relies on an extrapolation of existing literature, it must be acknowledged that the findings of other communities and trails in the lower 48 states and other regions of Canada, may provide an indication of larger benefits than can be achieved given the remote geography and the economies of the region.

It is beyond the scope of this report to summarize the economic benefits of each trail designation option separately. Creating a Klondike Gold Rush Trail system will not follow the traditional “constructed trail” model following a specified route, the type of trail that comes to mind when considering heritage and ecotourism developments. The approach being considered is in fact a pastiche of tools and

techniques, which together will create an integrated system that may comprise many routes, with many types of federal, state and local designations. The designation model itself is not the driving force in creating economic benefits. The success of the system and the ability of the Klondike “trail” to attract visitors will rest on a well developed marketing strategy that celebrates all of the affiliated communities and regions, and all of the associated sites and events (in the same vein as the International Selkirk Trail¹ which is discussed in the companion “Designations Options” report). Therefore, rather than analyzing the economic impact of each individual designation approach, it is necessary to discuss all of the potential economic impacts that may stem from various activities along the system. The actual impact realized in the communities will depend on which activities are developed, their success in attracting new visitors and the extent to which visitors spend time and money at any particular location. However, nationally designated systems (national historic trails/national scenic byway) allow communities to market the trail on highly visible and already established national websites and to use the logos, brochure templates etc. developed for these designations. The cost savings and marketing visibility provided by these factors may provide significant savings and an additional economic benefit for these types of designations.

Some of the "benefits" outlined in the report are based on activities that could be offered by communities, but would not be a direct result of implementation of the IKGRT concept. For example, on page 15, the report describes a secondary impact of trail systems being an increase in property values. This statement does not apply to the IKGRT -- a figurative trail encompassing entire communities -- in the sense that it applies to normal physical trails. Similarly, on page 17, the report refers to benefits from providing and encouraging residents to be physically active. Again, this is not something that is the direct result of the IKGRT, but instead could result from the activities people might participate in when in communities along the trail. In summary, these various benefits aren't the

¹ Crowley, Richard, The Creation of a Circle Tour: A Case Study of the International Selkirk Loop.

direct result of developing the IKGRT, but instead result from the miscellaneous recreational facilities and activities found in communities.

B. Current Conditions

Tourism plays a vital economic role in the entire region of the former Yukon Gold Rush: Alaska, Yukon Territory, British Columbia and Washington State. Travel and tourism is an important economic driver, particularly in the state of Alaska, accounting for 5.2 percent of the state's GDP in 2003 and contributing over \$1.5 billion to the state's economy.² The estimated multiplier effect of this economic activity raises the total economic impact to the Alaskan economy to \$1.85 billion.³

The travel and tourism industries are even more important to the state in terms of employment, as they form the fourth largest sector of the economy, generating 44,661 jobs. These jobs are equivalent to 9.1 percent of the Alaskan workforce, and represent an income of \$1.3 billion for Alaskan workers.⁴ In 1999, tourism activity in the Southeast Alaska region accounted for nearly a quarter of total employment in travel and tourism in the state.⁵

A profile of visitors to Alaska prepared by the Division of Tourism reveals that 85 percent of visitors to Alaska originate from another part of the U.S., six percent are from Canada and other international visitors (nine percent) account for the remainder.⁶ The average age of a visitor to Alaska is 51.6 years, and children of less than 18 years of age represent only six percent of visitors. While the average spending of visitors to Alaska is \$934 per trip, not including travel costs, the average spending per tourist may be somewhat lower in Southeast Alaska where cruise ship visitors predominate, since

² Global Insight, *The Alaska Tourism Satellite Account: A Comprehensive Analysis of the Economic Contribution of Travel & Tourism*, Alaska Department of Community and Economic Development (April 2, 2004).

³ Ibid.

⁴ Ibid, 5-14.

⁵ McDowell Group, Inc., *Alaska Visitor Industry Economic Impact Study*, 1999, Division of Tourism, Alaska Department of Commerce and Economic Development (Juneau, AK: 1999), 4, 16.

⁶ McDowell Group, Inc., *Alaska Visitor Statistics Program: Alaska Visitor Volume and Profile, Summer 2006*, State of Alaska Department of Commerce, Community and Economic Development (April 2007), 8-13.

the average expenditures for cruise ship passengers are only \$636 per trip.⁷ Spending trends over the last decade reveal that while tourists are spending less on lodging and transportation, there has been sharp increase (nearly 100 percent) in the amount spent on souvenirs.⁸ Particularly relevant to this analysis of potential impacts resulting from a Gold Rush trail system, there is a growing demand for local tour experiences that are not included in the umbrella travel packages sold to tourists prior to their visit.⁹

A report on summer tourism in 2006 found that in total, 77 percent of visitors to Alaska (1.2 million people)¹⁰ spent a portion of their time in Southeast Alaska, a figure 15 percent higher than any other region. As measured by the total number of tourists per year, the three top destinations in the state are located in Southeast Alaska (Juneau, Ketchikan, Skagway).¹¹ However, because most visitors arrive on a cruise ship, only 11 percent of visitors spent the night in these areas.¹² The Southeast region relies heavily upon the cruise industry for its visitors and 99 percent of all cruise ship tourists visit Southeast Alaska, while 21 percent and 62 percent of air and highway/ferry tourists, respectively, visit the region.¹³

C. Potential Impacts of a Gold Rush Trail System

While the cruise industry has delivered a strong base of tourism for the region, the development of a trail system has the potential to increase both overall visitation and to increase overall tourism-related expenditures that remain in the state. Visitors who travel to and through Alaska by road or ferry, even for a portion of their trip, spent an average of \$1,310 per person per trip.¹⁴ Therefore increasing the number of tourists who travel by road or ferry, even for a portion of their trip may be

⁷ Ibid.

⁸ Ibid.

⁹ Ibid, 73.

¹⁰ Ibid, 7.

¹¹ Ibid, 8-9.

¹² Ibid.

¹³ Ibid, 39.

¹⁴ Ibid.

particularly profitable, since at an average of \$1,310 per person per trip, these visitors spent more than the average visitor to the state (\$934) and more than twice the amount spent by cruise passengers (\$636).¹⁵ Currently the number of passengers arriving by road or ferry is declining, possibly due to the increase in gas prices and the overall trends in tourism away from extended trips. The development of a trail system may be useful in attracting more visitors that travel for a portion of their trip on roads or ferries, particularly in capturing additional activity from visitors who leave cruise ships for periods of time.¹⁶

Regardless of how tourists travel to the region, the creation of a Gold Rush Trail system will bring a myriad of financial benefits that will be felt throughout the region from:

1. direct spending by increased numbers of visitors;
2. opportunities for new start-ups and the expansion of current businesses;
3. increased tax revenues;
4. federal and state grants to aid in the development of the trail system; and
5. the preservation of historical and scenic attributes that can contribute to improving property values and the quality of life in the region.

i. Direct Spending

Statewide, tourists to Alaska spent \$811 million in 1998, representing four percent of the state's total earning, and supporting 16,400 jobs in the state.¹⁷ Although direct spending figures are not available for Southeast Alaska for 1998, between the summer and winter seasons of 1993 and 1994 visitors to Southeast Alaska spent \$160.3 million.¹⁸

The most readily apparent economic impact that tourists may have on a community is through

¹⁵ Ibid.

¹⁶ Ibid, 13-4.

¹⁷ McDowell Group Inc., *Alaska Visitor Industry Economic Impact Study*, Division of Tourism, Alaska Department of Commerce and Economic Development (Juneau AK: 1999), 5.

¹⁸ Ibid., 18.

direct spending on goods and services. Consumers are spending increasing amounts on entertainment and recreation in the last 15 years, with an increase in spending of four percent.¹⁹ Tourists need places to stay, eat, shop, and recreate; all of these give communities the potential to reap the benefits of visitor spending. Spending by tourists represents an important infusion of capital from outside sources into the local economy, providing new revenue streams and fresh capital to businesses and governments.

The construction of a Gold Rush Trail system has the potential to respond well to current trends in tourism and to create increased visitation and tourism spending in local communities. A trail system related to the Gold Rush linking historic and cultural sites with open spaces and outdoor recreation opportunities creates the opportunity to capture a growing number of heritage, geo or ecotourists. A study by the Travel Industry Association of America found that there are 55.1 million geo or ecotourists in the United States and that this number is rapidly expanding as society becomes more conscious about its cultural and ecological resources.²⁰ These tourists value the authenticity of their trip, and are more likely than other tourists to actively seek to participate in local events and support local businesses. The report cites that nearly 49 percent believe that local authenticity was important to their trips.²¹

Nationally, 80 percent of tourists incorporate a historic or cultural site in their travels, a fact that illustrates the high demand for historic and culturally related tourist sites.²² Attracting history-focused tourists to the region is preferable not only because there exists a large interest base, but on average, visitors spend “a half-day longer and spend \$62 more at historic sites than at other locations.”²³ The benefits are even greater when history or culture is the primary focus of a traveler's holiday. On average, a cultural tourist's length of stay is 9.5 days longer than other tourists and during their trip,

¹⁹ American Hiking Society, *The Economic Benefits of Trails* (Silver Springs, MD: 2004), 1.

²⁰ Travel Industry Association of America, *Executive Summary of Geotourism: the New Trend in Travel*. (Washington D.C.; 2003).

²¹ *Ibid*, 2,4.

²² The International Ecotourism Society, *Fact Sheet: Ecotourism in the U.S.* (Washington D.C.: 2005), 1-2.

²³ National Park Service, *Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors*, 4th ed. (1995), 5-5.

they spend almost \$1,200 more than the average tourist.²⁴ Additionally, cultural tourists are much more likely to spend money in local souvenir shops: 59 percent of cultural tourists compared to only 39 percent of other tourists.²⁵ History-focused tourism is projected to continue to increase in the future, especially as the baby boomer generation retires. It is predicted that as the population ages there will be an increased interest in discovering the historic roots and ancestry, “leading to increased interest in historic sites as visitor attractions.”²⁶

Ecotourism and adventure tourism are another rapidly growing segment of the tourism market that can be captured by the development of a Gold Rush Trail. Active pursuits such as hiking, biking, skiing, wildlife viewing, hunting, and fishing are particularly noted for leading to local tourism expenditures. Particularly in Alaska, ecotourism constitutes a large share of the tourism industry.²⁷ A recent study found that in Southeast Alaska, ecotourism “generates over \$250 million per year of direct business revenues in Sitka, Juneau, and Chichagof Island.”²⁸ The industry in Southeast Alaska is being driven primarily by “nature-based activities,” such as wildlife watching, hunting, fishing, or enjoying the scenery. There is currently a greater emphasis on wildlife watching as an important element of the future of ecotourism in the region, and it is believed that there is room for considerable market growth in the wildlife watching sector.²⁹

Wildlife related industries also have large potential for tourism spending. A survey found that on trips in Alaska where the primary purpose was wildlife viewing, visitors spent on average \$1,051 and 68.1 percent of trips had a duration of more than one week. This can be compared to \$465 and

²⁴ Fay, Ginny, *SEAtails: Tools for Economic Development*, Presentation by the Alaska Office of Tourism Development (Aug. 3, 2001).

²⁵ Ibid.

²⁶ Makens, James C., “The Importance of U.S. Historic Sites As Visitor Attractions,” *Journal of Travel Research*, Winter (1987): 12.

²⁷ Darcy Dugan, Ginny Fay, and Steve Colt, *Nature-Based Tourism in Southeast Alaska: Results from 2005 and 2006 Field Study*, Institute of Social and Economic Research, University of Alaska Anchorage and Eco-Systems (Anchorage: 2006), 1-3.

²⁸ Ibid.

²⁹ Ibid.

30.8 percent respectively for other trips.³⁰ Fishing and hunting have been important industries in the region, and the development of further trails and facilities has the potential to boost visitor spending on these activities. In 1997, about 250,000 anglers visited Alaska, spending \$221 million, an increase of \$23 million from 1991.³¹ Attracting more hunters to the region also represents an important opportunity for local businesses. In 1999, hunters in Alaska spent \$52 million dollars on their trips, spending nearly \$4,000 per trip, making hunting one of the most financially attractive forms of tourism for local communities.³² Per capita, the number of tourists hunting is growing, showing an 80 percent increase in the 1990s.³³ Hunting is an especially valuable industry for the transportation, food, and lodging sectors, who were the primary recipients of hunter spending.³⁴

Another potential tourism activity that has remained largely untapped in the Gold Rush region is the designation of scenic byways. A study by the President's Commission of Americans Outdoors found that “77 percent of Americans drive for pleasure as a form of recreation.”³⁵ It is expected that as the baby boomers age, they will use their discretionary income to take longer road trips, spending more money in the process.³⁶ A network of scenic highways in the Yukon has the potential to capture part of this market, particularly from population bases in western Canada and the American Northwest.³⁷ In a report analyzing the potential of creating a scenic highway along the Oregon coast, it was found that shopping and historical attractions were two of the most common activities that attract recreational drivers, with over half of travelers participating in each.³⁸

³⁰ *SEATrails*.

³¹ Colt, Steve, *The Economic Importance of Healthy Alaska Ecosystems* (Anchorage: 2001), 12-4.

³² *Ibid.*, 16.

³³ *Ibid.*, 16.

³⁴ *Ibid.*, 16.

³⁵ President's Commission on America's Outdoors, *Report of the President's Commission on American's Outdoors-- The Legacy, The Challenge*. (Washington, D.C., Island Press: 1987).

³⁶ The Oregon Department of Transportation, *Scenic Byways Development on the Oregon Coast* (Salem, OR: 1990), 11, 16-7.

³⁷ *Ibid.*, 53.

³⁸ *Ibid.*, 19.

Experience from other regions:

Generally speaking, the existence of parks and trails in a region has been shown to be effective economic generators for tourism-based expenditures. The degree to which these facilities are used, and consequently how much money they have the potential of generating, is impacted by a variety of factors, from location to scenery, level of maintenance and design. Across all the related studies, irrelevant of these various factors, the large majority of visitors were found to be day trippers, who spend between \$10s to the low \$100s per day.

For example, visitors to the Chesapeake & Ohio Canal National Historical Park which stretches from Washington, DC to Cumberland, Maryland, spent \$30.2 million in local communities as a result of their visit to the park. Although accounting for only about 20 percent of total park visitors, overnight visitors accounted for 64 percent of the total spending. The largest beneficiaries were local restaurants, which garnered \$8.4 million from visitors, and hotels, which received \$7 million of business. Other economic sectors that saw significant profits from park visitors were amusements (\$3.2 million), retailers (\$3 million) and local transportation (\$2 million).³⁹ The 45 mile Washington & Old Dominion Trail which runs from Purcellville to Shirlington, Virginia, generated nearly \$12 million in visitor spending along its length, as a result of being visited by 1.7 million adults who used the trail primarily for recreation or fitness. The study of trail impacts found that “nonlocal visitors spent about \$199 per group trip and \$74 per person” during their visit to the trail.⁴⁰ In a related Canadian study, visitors to Saskatchewan Provincial Parks were found to generate nearly \$44 million in visitor spending for 2003.⁴¹

The development of bike routes along the Northern Outer Banks has created an annual impact of \$60 million in the region, representing a return of 9 to 1 on the original investment of \$6.7 million to

³⁹ Stynes, Daniel J., and Ya-Yen Sun, *Impacts of Visitor Spending on the Local Economy: Chesapeake & Ohio Canal National Historical Park* (East Lansing, MI: 2005), 2-3.

⁴⁰ Bowker, J.M., John C. Bergstrom, Joshua Gill, and Ursula Lemanski, *The Washington & Old Dominion Trail: An Assessment of User Demographics, Preferences, and Economics* (2004), 25-6.

⁴¹ Derek Murray Consulting Associates, *Economic and Social Impact Assessment of Saskatchewan's Provincial Parks* (Regina: 2004) 17.

construct the trails and amenities.⁴² Experience in other regions of the United States has shown a positive economic impact for bicycle trails. Studies have found that the majority of trail users are wealthy visitors who are willing to spend several days along the trail.⁴³ One Colorado study found that bicycle trails generate over \$200 million in revenues from sales and service for local bicycle retailers and outfitters. Organized bicycle tours, races, and charity rides, were additional revenue sources for the region.⁴⁴

ii. Multiplier Effects

Although the most obvious economic impacts of a new trail system result from the direct spending of tourist money in the local economy, the multiplier effect on the economy also plays a significant role. Multipliers are used to measure the continued impact of direct spending in the economy of a region. When a tourist spends money at a business there is a direct impact on the local economy, however, the impact of that spending continues to expand in cycles and grow in value as that money is spent and re-spent within the local community. Businesses use their profits to purchase goods and services from other businesses and to pay their employees, who in turn spend money locally. In a closed economy, money would continually circulate with money only withdrawn from circulation in the event that a business or individual fails to spend it. In reality, money 'leaks' out of an economy through spending on goods and services located outside of the region, thereby limiting the multiplier effect in practice.⁴⁵

Multipliers measure the indirect impact of spending by tracking how long money stays in a region before it is fully leaked or withdrawn from circulation. Calculating multipliers is an involved process that requires a detailed understanding of economic and social patterns in order to track

⁴² North Carolina Department of Transportation, *Pathways to Prosperity: The Economic Impact of Investment in Bicycle Facilities* (Raleigh, NC: 2004), 7.

⁴³ *Pathways to Prosperity*, 10.

⁴⁴ The Center for Research on Economic and Social Policy of the University of Colorado at Denver, *The Economic Impact of Bicycling in Colorado* (Denver: 2000), vii-viii.

⁴⁵ Gerty, Martin W., *Tourism Multipliers Explained*, ed. Brian Archer (1981), 3.

spending throughout the community. Multipliers are calculated for specific forms of spending and industries. The most readily apparent multipliers are sales multipliers, which measure “the extra business turnover created (direct and secondary) by an extra unit of tourist expense.”⁴⁶ Slightly different from sales multipliers are output multipliers, which include inventory changes in their calculations. A very important multiplier is the income multiplier, which “measures the income generated by an extra unit of tourist expenditure.”⁴⁷ This measures the discretionary income available to employees of a region as a result of tourist spending. Finally there is an employment multiplier, which measures the number of employee hours generated by tourist spending.⁴⁸

A study of multipliers in Southeast Alaska found that “[n]ature based tourism creates a significant economic ripple effect that keeps money circulating through many sectors of the economy.”⁴⁹ The Bureau of Economic Analysis estimated that “the visitor dollar circulates through the Alaska economy about two and one-half times before finally “leaking” from the state's economy.”⁵⁰ While visitors spent \$949 million dollars, these expenditures were worth nearly \$2.6 billion once indirect impacts were included. Over 10,000 jobs were supported by indirect impacts, representing one third of all jobs supported by the tourism industry in Alaska.⁵¹ Increases in tourism due to the Gold Rush Trail system will benefit all the sectors of the tourism trade and related businesses and industries, however, transportation and retail stand to produce the largest indirect impact on the economy with multipliers of 1.8973 and 1.7945 respectively, compared with lodging (1.6589), food services (1.5499), and all other tourism services (1.6554).⁵²

In an analysis of how spending by Klondike National Park affected the economy of Skagway, it was found that every dollar spent by the National Park Service in Skagway generated an additional

⁴⁶ Ibid. 3.

⁴⁷ Ibid. -3.

⁴⁸ Ibid., 3-4.

⁴⁹ *Nature-Based Tourism in Southeast Alaska*, 2.

⁵⁰ Ibid.

⁵¹ McDowell Group, *Alaska Visitor Industry Economic Impact Study* (Juneau: 1999), 3.

⁵² Ibid., 35.

\$0.14 in indirect revenue in the economy.⁵³ That a higher ratio of money was not returned to the economy is explained by the small retail sector that exists in Skagway. An expansion in retail services available to residents would result in a higher retention of money in the local economy and a higher multiplier value.⁵⁴

Multipliers are unique to the region or economy for which they are calculated. Despite this, examining multipliers for other regions can be useful to estimate the possible indirect impacts that a Gold Rush Trail system will have on the local region. Additionally, there are generalizations that can be made regarding all multipliers that are useful in assessing what impact multipliers may have in a community. Generally, the larger and more diverse an economy is, the larger the multiplier effect will be as money will be leaked at a slower rate. Conversely, smaller, less efficient economies will leak money at a significantly higher rate, thus lowering the multiplier. As well, when a small town is located relatively close to a large metropolitan area, it can be expected that the multiplier rate for the town will be lower, as money will leak more rapidly to the larger, more diverse economy where most local wages will be spent.⁵⁵ As the economy of a region evolves, the multiplier evolves as well to reflect the new economic order. When an economy is of sufficient size to permit a large amount of intra-region spending to acquire goods and services the multiplier will be larger. In contrast, an economy which is heavily reliant on exports from outside of the region will have a much smaller multiplier as money is more quickly leaked to external sources.⁵⁶

Experience from other regions: There are a myriad of ways that spending by tourists, business, individuals and governments can recirculate through the economy. Following are some examples of how tourist spending from recreation sites and activities impacted local economies:

- The National Heritage Area (NHA) system consists of 37 congressionally-established areas

⁵³ Southeast Strategies, *Economic Impact of Klondike Gold Rush National Historical Park on the Economy of Skagway, Alaska* (Juneau: 2003), 11.

⁵⁴ Ibid.

⁵⁵ Propst, Dennis, Daniel Stynes, and Ya-Yen Sun, *Economic Impacts of Badlands National Park Visitor Spending on the Local Economy, 2000* (East Lansing: 2002), 13.

⁵⁶ *Tourism Multipliers Explained*, 13.

spread throughout the country. In 2005 it was estimated that visitor spending of \$5.4 billion throughout the NHA system generated \$3.1 billion from multiplier effects in their local communities.⁵⁷

- Visitors to the Washington & Old Dominion Trail spent about \$5.3 million along the length of the trail. The trail had an output multiplier of 1.55, resulting in a yearly value of \$1.8 million in indirect impacts to the local economy due to visitor spending and use of the trail system.⁵⁸
- The river rafting industry in Colorado has a multiplier of 2.56, resulting in nearly \$43 million in indirect benefits throughout the state.⁵⁹
- In Oregon, it was found that outfitter/guide industry had indirect economic benefits worth over \$250 million annually.⁶⁰

iii. Secondary Impacts

The growth of tourism in the region, with the influx of money that accompanies it, provides the opportunity to create new revenue streams for both state and local governments. It can be expected that there will be an increase in income and sales tax receipts as the tourism industry creates new jobs and makes current jobs more profitable. Additionally, depending on the design of the trail system there may be completely new revenue streams that may produce significant cash flows for governments. Governments can also expect to receive money from federal grant programs to support the trail system. Additionally, while not generating new revenue, it has been suggested that developing an effective trail system can lower costs for many state services, such as road maintenance, health care, and pollution control.⁶¹

Although Alaska has neither state income nor sales taxes, British Columbia maintains both of

⁵⁷ Alliance of National Heritage Areas, *Economic Impact of Heritage Tourism Spending: 2005* (2006), 6.

⁵⁸ *The Washington & Old Dominion Trail*, 20.

⁵⁹ *Economic Impact of Protecting Rivers*, 5-8.

⁶⁰ *Economic Impact of Protecting Rivers*, 5-8.

⁶¹ *The Economic Impact of Protecting Rivers, Trails, and Greenway Corridors*, 108-115 (ch 8).

these taxes and the province could stand to gain significantly through growth in tourism. The state of Washington estimated that the state trail systems “generate tax revenues of \$13.8 to \$27.6 million” annually.⁶² Wildlife associated industries, such as hunting, fishing, and wildlife viewing, generated \$2.18 billion dollars in 2001, generating over \$140 million in sales tax revenues for the state.⁶³ In Ontario, it was estimated that a trans-Canada trail system would generate over C\$97 million in sales tax revenue for the province.⁶⁴

Tourism has long been an attractive way for governments to raise additional funds without raising taxes on their own constituents. The most commonly used method has been to levy taxes on goods and services used almost exclusively by tourists: the best example is hotel taxes, which tax visitors on a room per night basis. Communities in Montana and Arizona have implemented a sales tax on tourism-related goods and services in order to generate extra money for parks and infrastructure.⁶⁵ In addition to taxes, user fees for tourism related services can also increase revenue streams for state and local governments. With the potential to attract larger numbers of hunters and fishers to the region, license fees for these activities will see an increase as a result of the development of the trail system. Camping and use fees for trails, campgrounds, boat launches, etc. represent another source of revenue that would be greatly enhanced by the trail system. Fees for the use of large facilities made viable due to the increased demand created by an influx of tourists could also bring new revenue to a community. Facilities such as convention centers or publicly owned float plan bases are examples of this last option.

One secondary impact of trail systems that has been documented in other regions is an increase in property values for properties that border on or are in close proximity to a trail or open space.⁶⁶

While the extent of this impact is dependent on location and the local real estate market, a 2002 survey

⁶² American Hiking Society, *The Economic Benefits of Trails*, 2.

⁶³ Washington Department of Fish and Wildlife Public Affairs Office, *Washington Communities Profit from Fish, Wildlife Recreation* (Olympia, WA: 2002), 1.

⁶⁴ *Economic Impact Analysis: Trans Canada Trail in Ontario*, 35-8.

⁶⁵ *The Economic Benefits of Parks and Open Space*, 27.

⁶⁶ *Historic Districts Are Good For Your Pocketbook*, 1.

sponsored by the National Association of Realtors and the National Association of Home Builders ranked trails as the second most important community amenity.⁶⁷ In most cases the increase in value due to the proximity to parks is limited by the relative supply of open space in the community, therefore a park will have a greater impact on surrounding property values in an urban, as opposed to a rural, setting.⁶⁸ This fact will tend to decrease the significance of this impact along the Klondike route, however the impacts are worth noting.

Experience from other regions: Studies from other areas of the country have found a variety of positive impacts to property values:

- Property values adjacent to a greenway in Boulder, Colorado appreciated 32 percent over other lots in the development.⁶⁹ The same study found that the property value of the overall neighborhood surrounding the greenbelt was increased by approximately \$5.4 million.⁷⁰
- Seattle's Burke-Gilman Trail also led to an increase in the value of adjacent properties. According to a study conducted by the Seattle Engineering Department, "property near but not immediately adjacent to the trail is significantly easier to sell and, according to real estate agents, sells for an average of 6 percent more as a result of its proximity to the trail. Property immediately adjacent to the trail, however, is only slightly easier to sell..."⁷¹
- Bike trails in North Carolina were noted to increase the property value of lands adjacent to the trail's path.⁷²
- In Portland, Oregon it was found that homes within "1,500 feet of a natural-area park" averaged

⁶⁷ National Association of Realtors and National Association of Home Builders. 2002. *Consumer's Survey on Smart Choices for Home Buyers*.

⁶⁸ Crompton, John L., "The Impact of Parks and Open Spaces on Property Taxes," *The Economic Benefits of Land Conservation*, Constance T. F. de Brun, ed. (2007), 5-9.

⁶⁹ Correll, M. R., J. H. Lillydahl, et al., "The Effects of Greenbelts on Residential Property Values: Some Findings on the Political Economy of Open Space." *Land Economics* (1978) **54**(2): 207-217.

⁷⁰ *Ibid.*, 1-8.

⁷¹ Seattle Engineering Department Office for Planning. *Evaluation of the Burke-Gilman Trail's Effect on Property Value and Crime*. Seattle, (City of Seattle, 1987).

⁷² *Pathways to Prosperity*, 7.

a value increase of 16 percent.⁷³

- In Dallas-Fort Worth, homes that were adjacent to an urban park were valued 22 percent higher than homes comparable homes half a mile away.⁷⁴

Depending on the structure under which the trail system is created there are a variety of grants that will become available to state and local agencies, as well as businesses and private individuals. In 2005, national heritage areas received over \$57 million dollars in funding from Federal grants and other sources.⁷⁵ Scenic highways receive funding from the Federal Highway Administration and there are several Federal programs set up to help fund the development and maintenance of trails, in addition to several nonprofit groups which make grants to trail systems.

Should the formation of the trail system entail the creation or expansion of parks under the National Park Service, then the region can expect increased spending by the federal government in the form of the park employee payroll. This money is then largely spent in the local economy, increasing in value with the multiplier effect discussed previously. Every attempt should be made to leverage federal money in the construction of the trail system as research has found that when federal money is used to partly defray construction costs that it is more likely that a community will recover its own investment in the trail system from increased revenues.⁷⁶

In addition to receiving additional funds through taxes, fees, and grants, the development of a trail system has several positive impacts that may decrease current levels of state and local government spending, thereby creating savings that can be spent elsewhere. It has been suggested by several studies that Scenic Highway designation reduces the costs that governments will spend on maintenance costs for the road.⁷⁷ Another noted financial benefit from trail systems is a decrease in health costs for governments and local residents due to an increase in the quality of life of the region. By providing

⁷³ Crompton, John L., "The Impacts of Parks and Open Spaces on Property Taxes" *The Economic Benefits of Land Conservation*, Constance T.F. de Brun, ed., (2007), 6.

⁷⁴ *Ibid.*, 5.

⁷⁵ *Economic Impact of Heritage Tourism Spending: 2005*, 12.

⁷⁶ *The Economic Benefits of Land Conservation*, 9.

⁷⁷ *Scenic Byways Development on the Oregon Coast*, 21.

and encouraging residents to be physically active, it can be expected to find “reductions in both the direct and indirect costs of illness and disease, improvement in lifestyle, and a reduction in geriatric costs.”⁷⁸ A trail system can also improve the environment in surrounding areas by encouraging the use of non-polluting means of transportation, such as hiking and walking, thereby improving local air quality.⁷⁹

In Alaska, Skagway has benefited from money spent by the National Park Service through the Klondike Gold Rush National Historical Park. The NPS invested heavily in downtown Skagway through organizing and funding the restoration of several historic buildings in order to attract visitors by “reviving the historic gold rush atmosphere.”⁸⁰ Prior to this infusion of money Skagway's importance as a tourism draw was in decline as the downtown “was run down and many of the buildings were dilapidated.”⁸¹ Today, due to the impact of the NPS and other community groups that have become active in the historical preservation of Skagway's gold rush heritage, the city is one of the largest tourism destinations in Alaska.⁸²

The state of New Hampshire has benefited through the preservation and promotion of its open spaces. Open space generates \$8 billion annually for the state of New Hampshire, representing 25 percent of the total economy of the state. This supports 100,000 jobs in the state and generates \$891 million in state and local taxes, representing 35 percent of “of all state and local tax receipts.” Should these open spaces be lost or degraded, the impact on New Hampshire would be tremendous.⁸³

iv. New Business Potential

Due to increased tourism spending and demand for services, the creation of a Gold Rush Trail

⁷⁸ American Hiking Society, *The Economic Benefits of Trails*, 3.

⁷⁹ *The Economic Benefits of Trails*, 2-3.

⁸⁰ *Economic Impact of the Klondike Gold Rush National Historical Park on the Economy of Skagway, Alaska*, 7-8.

⁸¹ *Ibid.*

⁸² *Ibid.*

⁸³ *The Economic Benefits of Parks and Open Space*, 25.

system has the potential to provide opportunities for the development of new businesses.⁸⁴ The arrival of the additional tourists to the region that can be expected from such a system will require increased hotel and lodging facilities, food services, transportation, and retail. Additionally, specialized industry sectors may see demand for expansion or additional new businesses, such as new recreational boating shops due to increased water use, or bike shops due to expanded trail networks. Whenever there is an economic opportunity, no matter how small, it is expected that private individuals will be willing to take a chance on small-business start-ups in an attempt to tap into new opportunities and a trail system is no exception.

Some real estate analysts believe that the quality of life in a region is the most important driving factor in attracting people and businesses to a region, illustrating how important it is to ensure the protection of open space around communities.⁸⁵ A trail system and its associated amenities may also serve as a magnet to draw established small companies to the region that are attracted to the quality of life, not necessarily servicing the demands of the visitors to the trail system. However, the geographic isolation and general lack of a skilled workforce in many south east Alaskan communities means that the potential of this effect may be dampened in this region.⁸⁶

Many new, technology or service driven industries have the ability to locate nearly anywhere as they are not tied to specific natural resources or geographic features. Rather, the success of these companies often rests on their ability to recruit and retain high-quality employees. In these industries it has become an accepted fact that one of the best ways to attract top employees is by locating in an area that has a high quality of life. Increasingly this means areas that provide ample opportunities for outdoor relaxation and recreation in protected and well-managed open spaces. Research has found that “companies in jurisdictions with a less favorable quality of life have to pay higher salaries in order to attract the quality of worker and vice versa,” making regions with a high quality of life more

⁸⁴ Lemer, Steve and William Poole, *The Economic Benefits of Parks and Open Space* (1999), 23.

⁸⁵ *Ibid.*, 15.

⁸⁶ *Scenic Byways Development on the Oregon Coast*, 18.

financially attractive to corporations.⁸⁷

Hiking is also becoming a major industry in America, with over one third of citizens engaging in the sport in 2000.⁸⁸ The hiking manufacturing and outfitting industries have grown accordingly to meet the increased demand, and in 2000 sales reached \$10 billion.⁸⁹ Development of a Gold Rush Trail system will tap into this growing industry creating the need not only for more hiking outfitters in the region, but also an increase in support industries such as food and boarding.

The development of festivals to coordinate with a trail system is another way to potentially create more jobs in the region, or to provide for the opportunity for small-business start ups. Not only do festivals often create an outlet for local artists to sell their wares, but they can also create increased seasonal demand sufficient to warrant the establishment of festival specific businesses.

Experiences from other regions:

- One example of how a trail system may affect businesses in the region is the experience of the state of Colorado. Colorado has actively tried to draw bicyclists to the state by investing in the infrastructure and facilities. As a result, the number of bicycling tourists has increased dramatically and along with it has come a boom in the bicycling industry in Colorado. According to a study conducted in Colorado, over 40 percent of bicycle manufacturing companies located in the state because of the “image of Colorado as a cycling community.” In 1998 there were almost thirty bicycle manufacturing companies located in the state, generating revenues of \$762.7 million. Additionally, residents and tourists spent over \$200 million on bicycles and related-services in 1998, supporting 700 full time jobs.⁹⁰

⁸⁷ Crompton, John L., “Competitiveness: Parks and Open Space as Factors Shaping a Location's Success in Attracting Companies, Labor Supplies, and Retirees,” *The Economic Benefits of Land Conservation*, Constance T.F. de Brun, ed., (2007), 48-9.

⁸⁸ American Hiking Society, *The Economic Benefits of Trails* (Silver Spring, MD: 2004), 1-2.

⁸⁹ Ibid.

⁹⁰ The Center for Research on Economic and Social Policy of the University of Colorado at Denver, *The Economic Impact of Bicycling in Colorado* (Denver: 2000), 2-3.

- A study by Price Waterhouse Coopers found that the creation of the Trans-Canada Trail sustained the equivalent of 9,093 full-time jobs.⁹¹ In Saskatchewan, the Saskatchewan Provincial Parks system is responsible for the creation of the equivalent 1,044 full-time jobs.⁹²
- The creation of a trail through small towns and rural England following the historic route of Hadrian's Wall typifies the effect on new business development, as small businesses sprung up along the route. For example, a business was established to provide hikers a “baggage transfer service between their overnight accommodation at the start and end of each day.”⁹³ In another instance, an abandoned telephone building was converted into a low-cost hostel to accommodate overnight hikers along the route. Finally, an entrepreneur established a business to produce and sell souvenir shirts to hikers wishing to commemorate their trek. All of these are examples of successful small-business start-ups, some unconventional, due to the creation of a trail.⁹⁴
- The Washington State International Kite Festival has given the city of Long Beach a reputation as being a kite Mecca, resulting in the establishment of several year-round kite stores in the city's downtown, despite the fact that visitor numbers drop dramatically during the shoulder season.

v. Historic and Scenic Impact on Property Values

Anyone who has thought about purchasing land on a river or seashore, or a home with an impressive view of downtown, knows the scenic value of a good location. Historically significant buildings or locations can also benefit greatly when it comes to determining property values. Protecting historic and scenic values has also been proven to increase property value throughout the country in nearly all regions and settings. Failure to protect these resources can reduce the value of a

⁹¹ Price Waterhouse Coopers, *Economic Impact Analysis: Trans Canada Trail in Ontario* (2004), 35.

⁹² *Saskatchewan's Provincial Parks*, 18.

⁹³ Johnson, Paul, *The Impact of Hadrian's Wall Path National Trail* (Cheltenham: 2005), 8-12.

⁹⁴ *Ibid.*

property and may lead to the resource being permanently lost. Although there is no specific formula to predict the economic value that a historic or scenic attribute may have on a property, these attributes are still recognized by appraisers as being integral elements in the final value of the property.⁹⁵

Historic or cultural value has been proven to have an impact on property values, often adding significantly to the overall value of the property. This can partly be explained by recognizing that historical or cultural attributes can be seen as having actual capital worth. A historical attribute can be seen as an asset that must be protected to avoid degradation, may “give rise to a flow of services” (such as tours), and may give rise to the “production of further goods and services” through re-use or inspiration. Often referred to as 'cultural capital', the monetary value of historical or cultural attributes is nonetheless clearly physical capital, providing actual value to a property.⁹⁶

Individuals will often be willing to pay a higher price for a property almost solely because of the historic or cultural value of a property. Certain individuals may also be willing to pay more for property with a particular historic or cultural connection that they have an interest in, such as a railroad aficionado purchasing an old station, or a retiree purchasing an historic home they have always wanted. Often there is a degree of romanticism mixed in with a purchase, where the property is fulfilling some sought-after-dream or picture for the buyer.⁹⁷

Listing on the National Register of Historic Places is a recognized attribute that can lead to increase in the value of a property by establishing its historical value. Part of this value may come through various government programs providing financial incentives for commercial developments such as “tax abatements, state tax credits, low interest loans, facade grants, design assistance, or other incentives.”⁹⁸ Listing on the Register also creates opportunities for the formation of grassroots organizations to help care for and maintain listed buildings. This growth in community involvement

⁹⁵ Dolman, John P., “Incremental Elements of Market Value Due to Historical Significance,” *The Appraisal Journal*, July (1980), 339-43.

⁹⁶ *Ibid.*, 103.

⁹⁷ *Ibid.*, 104.

⁹⁸ *Economic Effect of National Register Listing*, 1-2.

can also have a financial value through improving the neighborhood and quality of life.⁹⁹

Historic preservation easements can also be used to increase the value of a property through financial incentives and tax benefits for easements granted in perpetuity. Tax deductions are permitted for the value of the easement, and are normally calculated by appraisals performed previous to, and after the easement is made.¹⁰⁰

Experience from other regions:

Further evidence of the value that historical attributes can add to a property can be seen in the effect that historic district designation has had on property values.

- A survey of historic districts in New York City found that properties located within historic districts have consistently been valued higher than comparable properties outside the district. Furthermore, this disparity is expected to increase as property value within the historic districts is generally appreciating at a faster rate than other non-historic properties.¹⁰¹
- Studies have found similar trends in historic districts in South Carolina,¹⁰² Kentucky,¹⁰³ and Utah.¹⁰⁴
- In Canada, it was found that “in every heritage district designated... in the last 20 years, property values have risen despite the fact that development potential has been reduced.”¹⁰⁵
- A study in Washington State found that property with “even the poorest ocean-views added 8 percent to the market price of a home.”¹⁰⁶ High quality views could add up to 60 percent to the

⁹⁹ *Economic Effect of National Register Listing*, 1-2.

¹⁰⁰ Schofield, Claire, *Historic Preservation Easements* (Washington D.C.: 2003), 3.

¹⁰¹ Treffeisen, Alan, *The Impact of Historic Districts on Residential Property Values* (New York City: 2003), 2.

¹⁰² Morton, Elizabeth, *Historic Districts Are Good for Your Pocketbook*, (Columbia: 2000).

¹⁰³ Vogel, Suzann, *An Impact Study of Local Historic District Overlays on Property Values in Fayette County, KY* (Lexington: 2007).

¹⁰⁴ Jensen, Cory, *Historic District Fact Sheet* (Salt Lake City: 1996).

¹⁰⁵ Rypkema, Donovan D., “The Economic Effect of National Register Listing,” *Cultural Resource Management*, No. 17 (Washington D.C.: 1994), 2.

¹⁰⁶ Hartwick, Edward F., *The Impact of Environmental and Aesthetic Factors on Riverine Property Values* (Lansing: 2006), 1.

price of homes.¹⁰⁷

- A study in the Netherlands concluded that having a view of water improved the value of a home by 10 percent, and that property which actually bordered on water was worth 28 percent more.¹⁰⁸

Properties with views of bodies of water have always been highly sought after, often commanding prices significantly higher than other properties without water views. In addition to scenic attributes, natural resources, both renewable and non-renewable, such as forests, mineral deposits, healthy ecosystems, and biodiversity can have an impact on property value.¹⁰⁹ Generally, it has been found that the preservation of open space on scenic routes increased land values, while values decreased in relation to the visible number of man-made structures.¹¹⁰

D. Summary

The creation of a Gold Rush Trail system in Alaska and British Columbia will have impact the economy of the region in many ways. By drawing more tourists to the region, there will be an increase in capital being infused directly into the local economies. As the money from tourism expenditures is reinvested by employees and businesses, the multiplier effect will increase the value of every dollar originally spent by visitors. Additional secondary benefits, such as taxes, fees, and federal spending should also be seen. New business opportunities are likely as a result of the trail, as well as growth for current businesses. Additionally, for current and future residents, the preservation of significant historic and scenic attributes will improve property values and the quality of life within the region.

¹⁰⁷ Ibid.

¹⁰⁸ Luttik, Joke, "The value of trees, water and open space as reflected by house prices in the Netherlands," *Landscape and Urban Planning*, vol. 48 (2000), 164.

¹⁰⁹ The Getty Conservation Institute, *Assessing the Values of Cultural Heritage*, Marta de la Torre, ed. (Los Angeles: 2002), 108.

¹¹⁰ *Scenic Byways Development on the Oregon Coast*, 21.

**THE
INTERNATIONAL KLONDIKE
GOLD RUSH TRAIL**

Appendix B
Designation



A Review of Designation Options for the Gold Rush Trail System

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Table of Contents

A.	Designation Models	3
1.	National Scenic and Historic Trails.....	3
	Purpose.....	3
	Designation	5
	Funding	8
	Regulatory Implications.....	9
	Benefits	10
	Challenges.....	11
2.	Scenic Byways and Drives	13
	National Scenic Byway and All-American Road.....	13
	Purpose	13
	Designation.....	14
	Examples	17
	State Scenic Byway	18
	Purpose	18
	Designation.....	18
	Examples	19
	Yukon Scenic Drives.....	20
	Funding.....	20
	Regulatory Implications	21
	Benefits.....	21
	Challenges	22
3.	National Heritage Areas.....	24
	Purpose.....	24
	Designation	25
	Funding	29
	Regulatory Implications.....	29
	Benefits	29
	Challenges.....	30
4.	Grassroots Marketing Model	32
	Benefits	32
	Challenges.....	33
	Example: International Selkirk Loop	34
	Example: SEATrails.....	35
B.	Additional Designation Models and Associated Tools: USA	36
1.	National Recreation Trail	36
	Designation	37

Benefits	38
Challenges	38
2. Wild & Scenic Rivers	38
Designation	39
Benefits	40
Challenges	40
3. Bike Route	41
Designation	41
Benefits	41
Challenges	42
4. Local Trails and Trail Network	42
Designation	42
Benefits	43
Challenges	44
5. State Trail System	44
6. National Register of Historic Places	45
Designation	45
Benefits	46
Challenges	47
7. Historic Preservation Easements	47
Designation	48
Benefits	48
Challenges	49
8. Tourism Associations	49
Designation	49
Benefits	50
Challenges	50
C. Additional Designation Models and Associated Tools: Canada	51
9. Heritage Rivers	51
Designation	51
Benefits	52
Challenges	52
10. Interpretive Forest Sites	53
Designation	53
Benefits	54
Challenges	54
11. Canadian Register of Historic Places	54
12. World Heritage Site	56
13. Parks and Reserves	56
a. BC Provincial Parks	56
Designation	56
Benefits	58
Challenges	58
b. BC Recreation Areas	59
c. Yukon Territorial Parks	59

As decisions are made regarding the potential development of an International Klondike Gold Rush Trail system (IKGRT), it is critical to evaluate all of the potential designation options. The following report identifies and explores the applicability of a series of 21 different trail designation options ranging from US federal, state and local options and Canadian provincial and local options. The potential designation options are divided into a series of five models with sub-sets and an additional series of 13 supporting tools and designation options that the communities and trail stakeholders may adopt to expand or increase the viability of the trail system.

A. Designation Models

1. National Historic and Scenic Trails

Purpose: The United States Congress passed the National Trails System Act of 1968 (NTSA) (16 USC 1241-1251), creating a network of trails around the country. The Act was intended to “provide for the ever-increasing outdoor recreation needs of an expanding population... to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation.” Four categories of trails are established by the Act and later amendments: National Scenic Trails (NSTs), National Historic Trails (NHTs), National Recreation Trails (NRTs) and Connecting or Side Trails. Both NST and NHT designation require an Act of Congress, and are the subject of this discussion. NRTs are designated by the Secretary of Agriculture or the Secretary of Interior within lands they administer, and are discussed as a tool in section B of this report.

NSTs are defined by the Act as “extended trails so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, or cultural qualities of the [area].” NSTs can represent any type of natural landform or environment, as well as other “significant characteristics” of the country’s regions. There have been no new NSTs designated since 1983, although some were identified for study by P.L. 109-418, amending the original Act in 2006. Examples of designated trails are the Appalachian NST which follows a long established route and, or the Continental Divide NST.

NHTs are meant to provide, identify, and protect “the historic route and its historic remnants and artifacts for public use and enjoyment.” All NHTs are subject to an initial litmus test whereby they must be deemed to be both historically and nationally significant in any of several historic categories including, but not limited to, “trade and commerce, exploration, migration

and settlement, or military campaigns.” Additionally they must be deemed to have “potential for public recreation use or historical interest based on historic interpretation and appreciation.” The Iditarod National Historic Trail was authorized under these criteria in 1978.

When the historic route of the trail follows a public road or similar public right-of-way, “such road may be marked to commemorate the historical route.” Although all reasonable efforts should be made to ensure that the trail follows the actual historical route as closely as possible, the Act does allow for deviation from the historical route in cases where subsequent development has made the route impossible or undesirable, or following an alternate route provides a more pleasurable and enjoyable experience.

While the Act states that both types of trails should be established “primarily near the urban areas of the Nation”, it also provides for their consideration “within scenic areas and along historic travel routes of the Nation which are often more remotely located.” Both NSTs and NHTs are required to be extended trails (100 miles minimum in length), although some flexibility is allowed in the case of historic trails. While on paper the route of all NHTs and NSTs are continuous, “the established or developed trail... need not be continuous onsite,” and trails can follow both overland and water routes.

Side and connecting trails authorized by the Act are intended to link to any of the other types of trail created in the National Trails System. Only two trails have been created in this category, one of which is the 86-mile Anvik Connector in Alaska which links to the Iditarod NHT.

The use of motorized vehicles was generally prohibited (with some exceptions for necessary access) on NSTs by the original Act, however the 1983 Amendment to the Act added the following language: “Potential trail uses allowed on designated components of the National trails system may include, but are not limited to, the following: bicycling, cross-country skiing, day hiking, equestrian activities, jogging or similar fitness activities, trail biking, overnight and long-distance backpacking, snowmobiling, and surface water and underwater activities. Vehicles which may be permitted on certain trails may include, but need not be limited to, motorcycles, bicycles, four-wheel-drive or all-terrain off-road vehicles”. The key determination to be made by the Secretary charged with administration of the particular trail is that motorized vehicular use “will not substantially interfere with the nature and purposes of the trail.”

Designation: All trails are designated as such by Act of Congress and must undergo a four-step process:

- 1 – legislation requesting a feasibility study
- 2 – feasibility study conducted by a Federal agency
- 3 – (based on the study’s findings) legislation to establish the trail
- 4 – comprehensive management plan launching trail administration

Steven Elkinton, in his paper *What Does it Take to Become a National Trail*, notes that on average “this entire process has taken from 10 to 12 years.”¹¹¹ This timeframe does not include time spent prior to step one, during which local interest groups must organize and lobby for trail designation. Although there is no definite time period on how long such initial work lasts, it can be assumed that a minimum of several years will be needed to organize any NHT/NST proposal. It goes without saying that effective preparation is time well spent, as a well thought out proposal will be more likely to succeed in achieving trail designation, and can do so much more quickly.

Organization of a strong constituency and political support is key. The most recent NHT to gain recognition, the Captain John Smith Chesapeake National Historic Trail, was created to celebrate the 400th anniversary of the founding of Jamestown in 1607, as the first permanent English settlement in North America. It is a textbook example of success due to broad bi-partisan co-sponsorship by 28 Representatives from the Mid-Atlantic States. With well-organized political support, the CJSC NHT sailed from original authorization to study feasibility in August, 2005, through completion of feasibility report and passage of legislation, to signature of the bill in December, 2006.¹¹² Additional funding provided by the Chesapeake Bay Program (a regional watershed partnership of governmental agencies, non-profit organizations, and academic institutions), also contributed to the expeditious completion of the feasibility study.¹¹³

¹¹¹ Steven Elkinton, *What Does it Take to Become a National Trail*, NPS Office of Park Planning and Special Studies, 2003, p.3)

¹¹² <http://www.friendsofthejohnsmithtrail.org/legislation.html>

¹¹³ http://www.chesapeakebay.net/press_smithtrail.aspx?menuitem=20274

Step 1: Proposing Legislation

In order to start the evaluation process for designation, legislation must be passed by Congress to authorize the Secretary of the Interior or the Secretary of Agriculture (depending upon under whose jurisdiction the trail will fall based upon land ownership), to undertake a feasibility and desirability study of the proposed NHT/NST. Since a member of Congress must introduce all legislation, this first step requires that local stakeholders lobby a member of Congress to introduce a bill requesting national trail status. Although the Congressman may draft the bill, it is also possible for the local group(s) advocating the trail to draft the bill for their Congressman. When adopted by Congress, the creation of the feasibility and desirability study is initiated and tasked with producing a set of findings in regards to the proposed NHT/NST.

Step 2: Feasibility and Desirability Study

Upon passage of the legislation, a federal agency is designated to carry out the feasibility study. Responsibility for the study is usually determined by which agency is likely to administer the trail. Recent feasibility studies have been carried out almost exclusively by the National Park Service. The Act specifies in section 5b that the feasibility study shall be completed within three years of the passage of legislation requesting the study. However, Elkinton notes that on average, studies have taken 5.4 years to complete, though the large majority of recent studies have been completed within the three-year time period.

The Act specifically identifies eleven elements that the study should consider, though others may be added on a case-by-case basis. These eleven elements are:

- 1 – the proposed route of the trail;
- 2 – adjacent areas to be used for scenic, historic, natural, cultural or developmental purposes;
- 3 – what makes the proposed trail worthy of designation;
- 4 – current land ownership along the route and potential land use along the route;
- 5 – estimated cost of land acquisition;
- 6 – a trail development and maintenance plan with estimated costs;
- 7 – a proposal as to which federal agency will administer the trail;
- 8 – the extent to which State and/or public or private institutions might be expected to contribute to land acquisition or management of the trail;

- 9 – expected uses of the trail including estimates for visitor numbers, anticipated opening periods, economic and social benefits, employment needs to maintain the trail, etc...;
- 10 – the impact that recreational activities will have on the historic nature and historic relics of the trail; and
- 11 – the trail must meet the requirements of the NTSA that it be historically significant, nationally significant, and have “significant potential for public recreation use or historical interest.”

Elkinton’s study on past feasibility studies is an excellent resource to further understand the processes through which these studies are created. Although the study itself will be conducted by a federal agency, public groups should be actively involved in the study process, and being aware of the general criteria that the study is considering will help the public to provide beneficial feedback on the trails potential designation. Public groups should also strive to work closely with the federal agency in helping to organize any public participation and outreach including charrettes, public workshops, symposia, and town meetings.

Step 3: Legislation establishes trail

Once the feasibility study is completed, the results are presented to Congress in a report. Recommendations are made, and based upon these recommendations Congress will either pass legislation establishing the NHT/NST, or no action will be taken and recognition status is not bestowed upon the trail. Because of the political nature of the process it can be sometimes unpredictable whether or not legislation designating the trail will be passed regardless of the findings of the feasibility study.

Step 4: Comprehensive management plan

After Congress bestows designation upon a trail, the federal agency tasked with the responsibility to administer the trail will then develop a Comprehensive Management Plan (CMP) for the trail, in consultation with other state and federal agencies. Planning the right-of-way, public access, acquisition of lands, development of public amenities along the trail route, development of appropriate use guidelines, route markers, and guidelines and regulation for the future use, management, protection, and development and administration of the trail will be

included.

The CMP will normally identify a non-governmental organization (NGO) to share the administration of the trail with the federal agency. Most often this NGO is specifically organized to deal with the trail (for instance there is the Nez Perce Trail Association, the Mormon Trails Association, and Iditarod National Historic Trail, Inc.). In this way, local community groups are involved in the continuing day-to-day maintenance and administration of the trail. Usually, it is the NGO that seeks additional funding for the trail, organizes events or activities involving the trail, and seeks federal amendments to the trail. Therefore, the importance of community groups throughout the process of NHT designation and after designation has been awarded cannot be overstated.

Funding: It can be anticipated that funding will be made available, at least in the initial years of a project, for planning and the development of trail infrastructure. Actual dollar amounts are likely to be extremely variable given location, size, and anticipated visitation of the trail. The most current example available is Captain John Smith Chesapeake NHT. The Congressional Budget Office has estimated that establishing, developing and administering the trail will cost approximately \$2 million over the 2007-2011 period. It is anticipated that the NPS will spend a total of \$400,000 to prepare a comprehensive management plan for the trail and approximately \$500,000 annually beginning in 2009 to maintain the trail, develop access sites and install interpretive signs. A public-private partnership will provide additional funding for the appropriate technical assistance and administration of the trail.¹¹⁴

After initial expenditures have been made, sizeable investments will be needed in day-to-day operations, such as marketing, amenity upgrades and maintenance.

Unfortunately, this ongoing operational funding can be more difficult to secure, and as noted by Elkinton, the lack of funding for trails continues to be a significant issue related to national trails. “With the exception of the Appalachian and the Pacific Crest NSTs, the National Trails System Act does not provide for sustained funding of designated trails operations, maintenance

¹¹⁴ <http://www.friendsofthejohnsmithtrail.org/faqs.html>

and development, nor does the Act authorize dedicated funds for land acquisition.”¹¹⁵

The primary source of Federal funding for trails projects is Challenge Cost Share Program grants. Through CCSP, the National Park Service can pay as much as half of a project’s costs, up to a total of \$30,000 in matching funds. The successful project applicant must match CCSP money at least 50% with non-federal dollars and/or with donated in-kind labor, services, and materials. (The formula used for awarding grants gives a higher score to applications more able to leverage Federal monies with a higher match). A broad range of projects are eligible for funding including field research, archival and oral historical research, protection and rehabilitation of trail resources, and providing for public appreciation of national historic trails. Cumulatively, CCSP grants can be significant to a trail. The Lewis & Clark NHT, for example, has received funding for over 500 separate projects since 1995. including nearly \$5 million for 143 projects in 2002 alone.

Through direct project funding, technical assistance, publications, and a variety of partnership initiatives, the Federal Highway Administration is a major supporter of National Historic and Scenic Trails. Many National Historic and Scenic Trail projects use Federal-aid Highway Program funds, primarily through Transportation Enhancement Activities, and the Recreational Trails, Federal Lands Highways and National Scenic Byways programs.

Regulatory Implications: NHTs are attractive to communities because there is minimal impact on private property rights and local government. The managing agency is responsible for negotiating trail access with private landowners along the route of the trail and, where necessary, the federal government may allocate funds for the purchase of land from willing landowners for the trail. In places where trails do cross private lands, landowners should be made aware of the value of making their trail segments open to the public (if only on a limited basis). In the case of the Captain John Smith NHT, language in the enabling legislation states that “the United States shall not acquire for the trail any land or interest in land outside the exterior boundary of any federally-managed area without the consent of the owner of the land

¹¹⁵ <http://usparks.about.com/od/hikingtrails/a/elkinton2.htm> interview with Steve Elkinton, Jan. 2007, by Darren Smith

or interest in land.” Designation does not impact the rights of property owners. Again in the case of the Captain John Smith NHT, the NPS study of potential designation impacts concludes that “The trail will not place any additional requirements on property owners who want to dredge or maintain or construct marinas, piers, docks, slips, boat ramps or shoreline protection. In light of the above, this study has determined there will not be a significant impact on private properties as a result of establishing the Captain John Smith NHT.”

Designation also does not impact local governments in regards to zoning, ordinances, and municipal laws, though local governments should be willing to cooperate with the federal managing agency and NGO to ensure that the trail functions properly.

Benefits: Having a route receive NHT/NST designation brings significant notoriety. Increased awareness of the area gained by affiliation with a national program generally results in increased visitation and resulting economic benefits to communities through which it passes and along its route. Investment along the trail route in the form of amenities, infrastructure, and various other environmental and social improvements, all aid in the creation of jobs and local business opportunities as well as general community enhancement. As noted on the website of the Friends of the Captain John Smith Chesapeake National Historic Trail, designation “offers tremendous economic opportunities through heritage and recreational tourism, such as trail outfitting and guide services, motor coach tours, food, lodging, and maritime commerce. More specific to a water trail, trail outfitters and guide services will benefit from canoeing and kayaking enthusiasts, one of the fastest growing forms of outdoor recreation.”¹¹⁶

The trail could also have a direct economic impact in the form of increased local tax receipts from visiting travelers if that revenue source is tapped. Because of the unique setting, length, and historical significance of each trail, it is of course difficult to make assumptions about the specific economic benefits national trail designation would bring to host communities.

Pieces of trail history, whether actual physical traces or places that tell about that history

¹¹⁶ <http://www.friendsofthejohnsmithtrail.org/faqs.html>

(museums and visitor interpretive centers), can be publicly commemorated and protected through the National Park Service (NPS) site certification program. As the owner or manager of a certified trail site, segment, museum, or interpretive center located near a congressionally designated National Historic Trail, one is eligible to request guidance from NPS experts in many specialties.¹¹⁷

In addition to economic benefits, designation should encourage the preservation and improvement of contributing historical, cultural, scenic, and environmental attributes of the route. Trail designation can also provide a strong, unified identity to an otherwise difficult to comprehend geographical area.

Challenges: There are several challenges and potential drawbacks that must be considered before making the decision to pursue national trail status. The amount of up-front time and monetary investment is substantial without any guarantee of success. It is possible that large amounts of money and 3-6 years of time may be spent creating a route, developing the historical context, assembling a proposal, and lobbying for political support, all before any decision is made. Frustratingly, the final approval on whether or not NHT designation is awarded to a route may come down to political wrangling in Washington D.C. as opposed to the merits of the route, resulting in the ultimate denial of congressional authorization.

The formation of strong, viable partnerships is critical to the success of national trails. Steve Elkinton, program leader for the National Trails System, states that over the years that the National Trails System has existed, trails where sophisticated and successful partnerships are in place are strong, whereas those where partnerships have withered or not thrived have been the least successful. As Elkinton notes, “without an independent, self-funding, volunteer-based partner organization, a national trail is almost impossible to establish”.¹¹⁸ In addition, the trails only thrive when enthusiastically supported by volunteers, so the volunteer organizations need a voice in trail planning, operations, and advocacy.

¹¹⁷ <<http://www.nps.gov/poex/parkmgmt/index.htm>>

¹¹⁸ Interview with Steve Elkinton <<http://usparks.about.com/library/weekly/aa060599.htm>>

Another challenge relates to the multi-jurisdictional nature of long-distance trails. The Lewis & Clark National Historic Trail represents an extreme example, where the designated route involves the jurisdictions of 11 states, 46 tribal nations, and the US Departments of Interior, Agriculture, Army, Treasury, and Transportation. Interagency agreements and memoranda of understanding are critical to work out arrangements between agencies, often with differing missions and budget structures. In 2001, five Federal agencies, all participants in the Federal Interagency Council on Trails, agreed to work more closely together to further the spirit and intent of the National Trails System Act. Their agreement, defined in a 2001 Memorandum of Understanding (MOU) for National Trails called for cooperative effort in the management and administration of NSTs and NHTs.¹¹⁹

There are also issues related to the differences between management and administration of trail areas. Most of the national trails have no boundaries, nor on-site staff. Elkinton points out that in a typical national park, the staff both manages the landscape and administers the policies and laws affecting the land, whereas along national trails those functions are separated. “Therefore it is important for trail visitors to understand that in many places on these trails -- especially on Federal lands -- there may be two sets of rules and practice which apply: those for the trail and those for the land base”.¹²⁰

Additionally, final control of the route’s overall goals and mission may be out of the hands of the local communities and in the hands of the administering agency. Although the Act makes it abundantly clear that the managing federal agency should consult and work with local groups in administering the trail, it should not be assumed that the local communities’ best interests will be served nor their concerns addressed. Political decisions may be made on the federal level which will impact the NHT and which local groups will have no ability to control. For instance, a decrease in funding at the federal level may result in less maintenance or staffing along the trail route. Making changes to the trail is also a difficult process. Because the trail is established by an act of Congress, any changes must also be amended by Congress.

It is also important to note that while 25 trails have been designated as NST or NHT since the

¹¹⁹ Five Agencies and Five Years: Advancing the National Trails System

¹²⁰ Interview with Steve Elkinton <http://uspark.about.com/library/weekly/aa060599.htm>

passage of the Act as amended, another 23 listed for study have never gained recognition. Among those listed for study were the Gold Rush Trails in Alaska. The feasibility report completed in 1977 determined that only the Iditarod was suitable for designation at that time, however a subsequent amendment to the Act altered the criteria for NHT designation to require a historic route, rather than a physical route on the ground, suggesting that other gold rush trails may now qualify. Whether circumstances have changed sufficiently that another gold rush trail would be recommended is unknown.¹²¹

2. Scenic Byways and Drives

Travel corridors are recognized for their unique intrinsic qualities on both sides of the border. Avenues for recognition in the United States include the Alaska State Scenic Byway Program, the National Scenic Byway Program, and the National Forest Scenic Byway Program. In Canada, the Yukon Scenic Drive Initiative offers a parallel designation.

National Scenic Byway and All-American Road

Purpose: The United States Congress created the National Scenic Byway program with the passage of the Intermodal Surface Transportation Efficiency Act of 1991. This provided money to the Federal Highway Administration (FHA) to create a National Scenic Byway program that “recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities by designating the roads as National Scenic Byways or All-American Roads.” (US Code, Title 23, sec. 162) In certain circumstances, routes other than roadways may be designated under the Scenic Byway program, such as the Alaska Marine Highway. Intermittently the FHA announces a new selection period for national byways, at which time new applicant roads are considered for designation.

To qualify as a byway, a road “must safely and conveniently accommodate two-wheel-drive automobiles with standard clearances” and, if possible, pedestrian and bicycle travel. (Federal Register, 1995: 26760) In order to be considered for All-American Road designation a route must be able to safely accommodate tour buses. Traveler services must also be established along the road (e.g. rest stops, overlooks, driver services) before it can be considered for

¹²¹ (Elkinton, 2003: 17)

designation. In the case of the Alaska Marine Highway System, which is the only maritime route in the System, roadway criteria are excluded. The scenic byway should be as continuous as possible, although a limited number of breaks are permitted, and there should be a strong sense of continuity throughout the route.

Designation: To be designated as a national scenic byway, a route must already be recognized as a state scenic byway (see below). Any group may nominate the road for national byway designation, however only the State Scenic Byway Agency (SSBA) may submit the nomination to the FHA for consideration. Local groups nominating a road for national byway designation first should submit sufficient information for their SSBA to determine that the route might qualify, (see details in State Scenic Byway section of report). After the SSBA has determined there is sufficient merit in the proposal, then the local groups should prepare the remainder of the information and data necessary needed for national designation. Once the application is received by the FHA, a committee assesses the application and the Secretary of Transportation then makes a decision on the application.

To be a state or national scenic byway, the route must have at least one of the following intrinsic qualities: scenic, natural, historic, cultural, archaeological, or recreational. The individual qualities are broadly defined as follows:¹²²

Scenic quality – A byway may qualify if the route provides a visual experience that is exceptionally beautiful. The scenery along the route should display a harmony between natural elements and man made elements that is “strikingly distinct and offer[s] a pleasing and most memorable visual experience.”

Natural quality – A byway may qualify if the route provides access to natural features that remain in as natural state as possible. These features could be landforms,

¹²² Adapted from: “Information for Byway Organizers: Byway Intrinsic Qualities”, Alaska Scenic Byways, Alaska Department of Transportation and Public Facilities, 2007, and from National Scenic Byways Program, 60 Fed. Reg. 26759-26762 (May 18, 1995).

waterways, fossil beds, mountains, etc. These routes will provide an opportunity for the visitor to experience, as much as possible, a landscape devoid of human impact.

Historic quality – A byway may qualify if the route provides access to remains and traces of human or natural activity. Remains need not be purely physical, but could include things such as maps, migration patterns, battlefields, buildings, glacier valleys, etc. Provisions should be made for the interpretation of these historic remains so as to educate the visitor.

Cultural quality – A byway may qualify if the route provides access to a unique culture or distinct group of people. The route should highlight cultural elements such as language, music, dance, art, food, architecture, religion, etc. The route should provide the visitor with an opportunity to learn and better appreciate a culture’s unique qualities.

Archaeological quality - A byway may qualify if the route provides access to the physical remains of humanity. These remains could be “ruins, artifacts, structural remains, and other physical evidence.” The designation of the route as a byway will “educate the viewer and stir an appreciation for the past” through visiting the archaeological sites and other interpretation opportunities.

Recreational quality – A byway may qualify under the recreation designation if the route provides access to recreational opportunities along the route. Such activities include trails, water sports, winter sports, etc. These should be well known and highly regarded sites that will provide the visitor with an opportunity for exceptional relaxation and enjoyment.

While the possession of one quality is sufficient to qualify a route as a scenic byway, an All-American Road must possess two or more of the attributes. Additionally, All-American Roads will have an intrinsic value in and of themselves that will draw visitors to the route, for example the Alaska Marine Highway and the Seward Highway in south-central Alaska.

In addition to a description of how the route meets the required intrinsic qualities, organizers must also submit a detailed Corridor Management Plan (CMP) for the route. Since the CMP is the primary method of justification for the route to be designated a byway, it must be persuasive, informative, and complete in all aspects. The CMP should be developed in cooperation with local communities and groups along the corridor. It should set out, as clearly as possible, a plan for the development, conservation, and improvement of the qualities along the route. It should consider the promotion of tourism and the fostering of economic development along the corridor, and how these interests will be developed without degrading the overall quality of the route. The CMP must specifically include the following items:¹²³

- 1 – A map of the corridor identifying the corridor boundaries, location of specific sites and the intrinsic qualities, and current land uses.
- 2 – A report of the intrinsic qualities along the route, providing context, importance, and detailed description.
- 3 – An outline of the specific strategies and efforts that will be employed along the route to preserve and enhance the route’s intrinsic qualities.
- 4 – A report on the specific responsibilities that each organization or government will assume as part of the CMP as well as review mechanism and a plan for reviewing continuing enforcement along the corridor.
- 5 – A master plan for dealing with current and future development in the corridor without hindering the intrinsic qualities of the route, “including zoning, easements, and economic incentives.”
- 6 – What steps will be taken to maintain community support and involvement in the management, preservation, and beautification of the route.
- 7 – A report outlining the safety record of the road that pinpoints specific danger spots on the road and what steps need to be taken to rectify the problems.
- 8 – A solution for dealing with commerce on the road and what road services will be

¹²³ Adapted from: National Scenic Byways Program, 60 Fed. Reg. 26759-26762 (May 18, 1995).

needed to allow the route to operate in a safe and functional manner.

9 – A report on what steps have been taken to reduce any negative impacts that will demean the experience of visitors. The report should also specify any improvements that will be made to improve visitors' experiences.

10 – Proof that the route is in compliance with local, State, and Federal outdoor advertising laws.

11 – A plan detailing how signage will be used along the route to ensure a positive experience for visitors.

12 – An outline of the marketing strategy that will be used for the route.

13 – A report on any modification to the route and an assessment of any impacts these modifications may have to the values of the route.

14 – A plan on how the intrinsic values along the route will be interpreted for the traveler.

In addition to meeting these criteria, All-American roads must also meet additional criteria as listed below:

1 – A detailed marketing plan for the route with specific information on how the route will be marketed towards foreign visitors.

2 – Proof that the current traveler services along the route are sufficient, or details on how these services will be improved to accommodate the increased tourism traffic.

3 – How multi-lingual services will be provided along the route.

Examples

The Alaska Marine Highway (AMH) is already a designated state and national scenic byway, and was recognized as an All-American Road on September 22, 2005. This 3,500 mile long system is the longest byway in the U.S., and the only maritime route in the system. Because the route is experienced entirely by boat or at terminals, land-based opportunities exist only outside the designated byway. Scenic road links connecting to the AMH would create value-added opportunities for varied tourism in SE Alaska. The Haines Highway is an existing Alaska State

Scenic Byway exemplifying this potential.

A project of interest for its similarities to the IKGRT as a byway with an historic focus is the Selma to Montgomery Trail in Alabama, commemorating the historic Civil Rights Freedom March. Funding of nearly \$9 million has been secured in several grants over the last ten years for the development of a master plan for the byway, purchasing rights-of-way, site design, construction of turnouts and interpretive facilities, and provision of signs and other interpretive displays along the route. Two different byways interpreting 19th C mining booms in Colorado, the Gold Belt Tour and the Silver Thread National Scenic Byways, have each received over a half million dollars for heritage tourism, interpretation, and safety improvements over a similar time period.

State Scenic Byways

Purpose: According to the organization Scenic America, forty-eight states and the District of Columbia have established their own scenic byways programs. These programs are usually administered through the state departments of transportation, and encourage cooperation between local communities and state agencies to identify, protect, and interpret areas of unique beauty and cultural significance. Recognition as a state scenic byway is also required prior to application at the federal level for designation as a National Scenic Byway.¹²⁴

Designation: Any individual or organization can nominate a route for consideration as an Alaska Scenic Byway. An application must be submitted to the state Department of Transportation for review, which takes place in June for the state of Alaska. Each applicant is required to provide a proposed name for the byway and the proposed byway's route. The applicant must then identify which of six intrinsic qualities the potential byway possesses (see list above under National Byways discussion).¹²⁵ Differing from national byway standards, Alaska state byway designation may be conferred on "transportation routes of all varieties from any mode."¹²⁶ Scenic byways can include "roads, ferries, airports, railroads, coastal waterways, marine parks and portages, navigable rivers, and trails."

¹²⁴ <http://www.scenic.org/byways/state_programs>

¹²⁵ "Information for Byway Organizers: Byway Intrinsic Qualities", Alaska Scenic Byways, Alaska Department of Transportation and Public Facilities, 2007, and from National Scenic Byways Program, 60 Fed. Reg. 26759-26762 (May 18, 1995).

¹²⁶ State of Alaska Department of Transportation and Public Facilities Policy and Procedure 01.03.020, July 3, 2006

After the intrinsic quality or qualities of the byway are chosen, organizers will create a proposal identifying specific, unique aspects that qualify the route for designation.

Applicants must demonstrate that they have received approval from all local governments with jurisdiction over the route. Specifically, names and positions of local officials and contact with them is required, along with any government resolution passed in favor of byway designation or otherwise pledging support for the designation.

Because designating a route as a byway does not involve a transfer of ownership or jurisdiction to the state, it is vital that the local jurisdictions support the project to ensure the future quality of the byway. Information regarding the support of any local community groups should also be included in the application.

An analysis of corridor management issues must also be provided with the application. The organizers should consider the problems and opportunities associated with byway designation and the impact that byways designation will have along the route corridor. What problems may arise in the future and what steps need to be taken to ensure the protection and preservation of the corridor? Additionally, organizers should state their goals for the route and what specific plans they have for achieving these goals.

The application is completed with the inclusion of a map of the route and the proposed designation boundaries for the byway corridor. The map should illustrate the route of the road and any landmarks or sites to be included in the route. Organizers should obtain as many letters of support as possible from local government leaders, businesses, and citizens as possible. At least six photos, carefully selected to illustrate those unique qualities that warrant byway designation should also be submitted with the application.

Review of applications for scenic byways in Alaska begin in June and the review of the application lasts about 60 days. After gathering public feedback on the proposal, the committee forwards a recommendation to the Commissioner of Transportation and Public Facilities either for or against designation.

Examples: Two Alaska State Scenic Byways presently exist within the IKGRT study area.

The 105-mile Taylor Highway connects Tetlin Junction with Boundary, where it becomes the Top of the World Highway in the Yukon Territory. This beautiful narrow winding road provides access via Chicken to the historic Fortymile gold mining district. The Haines Highway provides a 44-mile connection from Haines to Haines Junction in the Yukon. It follows the approximate alignment of the original Chilkat Indian Trail, which later provided access to the Klondike goldfields.

Yukon Scenic Drives

The Yukon Scenic Drive initiative was announced by the Territorial Government in 2004. In its initial year, \$350,000 was provided for the development of interpretive pullouts along the Alaska Highway. An additional \$350,000 was allocated in 2005 for interpretive signs and marketing. In all, seven routes have been identified, of which the Klondike-Kluane, and the Golden Circle are both within the IKGRT area.

Funding: The National Scenic Byways Discretionary Grants program provides funding for byway-related projects each year, as part of the Federal Highway Administrations Discretionary Grants Program. Federal funding for byways-related projects increased from \$80 million in 1991 (ISTEA) to \$148 million in 1998 (TEA-21) to \$175 million in 2005 (SAFETEA-LU). Funds are awarded competitively in the form of merit –based grants covering 80 percent of the project cost and with the requirement that the remaining 20 percent be matched by local, state, other federal or in-kind means. Projects to support and enhance National Scenic Byways, All-American Roads and State-designated byways are eligible, in categories including planning and developing of state programs; safety improvements; bicycle and pedestrian facilities, rest areas, turnouts, etc.; protection of key resources, including scenic conservation; and the provision of traveler information.¹²⁷

Fifty-three projects have been funded in the State of Alaska from 1992 through the end of 2007, totaling over \$6 million.¹²⁸ Grants have ranged in scale from corridor management plan studies of \$25,000 and small-scale interpretive signage projects to the construction of an overlook/ pedestrian facility on the Seward Highway Scenic Byway of nearly \$1 million .

¹²⁷ <http://www.byways.org/learn/program.html>

¹²⁸ <http://www.bywaysonline.org/grants/funded/>

Regulatory Implications: Communities cautious of regulation may have concerns regarding potential zoning ramifications of designation. By law, the CMP is required to contain a “strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. This can be done through design review, and such land management techniques as zoning, easements, and economic incentives”.¹²⁹ In the instance of the Florida A1A Scenic and Historic Coastal Highway, the CMP called for an Overlay Zoning District (OZD) to provide protection against the effects of uncontrolled growth. Residents, local businesses, developers and the county joined forces to draft an Interim Development Ordinance (IDO) to protect environmentally sensitive lands and vistas along the corridor. The Ordinance established additional setbacks from the road to protect scenic vistas, rewarded innovative site design, limited the size of commercial projects to preserve open space, limited signage and enhanced landscape requirements to include native landscaping and tree protection.¹³⁰ The IDO, enacted into law in 2001, helped provide impetus for designation of the route as a national scenic byway in 2002. In 2003, a National Scenic Byways grant was awarded that included funding for the development of an OZD to implement supplementary development standards along the corridor. While this stands as an example of the positive benefits of embracing the designation process to protect resources, it may cause concern among those opposed to the control of growth through zoning regulation.

Benefits of designation: Scenic byways throughout the nation are recognized as some of the most beautiful and enjoyable routes to travel along. Promotion by the FHA and touring organizations, such as the Scenic Byways Program official website, will create an increase in visitor numbers along the corridor. Because of this, byway designation can be expected to swell levels of tourism, creating a significant economic contribution to localities along the route. Local communities can expect an expansion of industries directly related to tourism, such as road services, accommodation and restaurants, resulting in increased tax revenue, if such a tax is implemented, and job creation in the community.

Additionally, there are intangible benefits that cannot be quantitatively measured, such as an

¹²⁹ **Federal Register** / Vol. 60, No. 96 / Thursday, May 18, 1995 / Notices

¹³⁰ the Road Beckon: Best Practices for Byways, Recognizing and Acting on the Possibilities; Protection of a Scenic Byway by an Interim Development Ordinance,

increase in community or regional identity along the corridor, increased cooperation between communities, and growth of civic pride.

As noted in the Funding section, considerable grant monies are available for byways development and improvement..

The process of designation will also create opportunities for local communities, groups, and individuals to form helpful and cooperative alliances. The byway can be expected to become a source of civic pride and help to create regional identities. The byway can also contribute to local communities in the form of boosting property values and improving the quality of life by making new amenities available to local residents.

Another appealing aspect of byway designation is that although the route will be eligible for federal money, the local communities retain control of the route through the development and implementation of the CMP. Local communities and groups will be responsible for making sure the byway continues to comply with the program requirements and will play a major role in the decision making along the route. This aspect can make national scenic byway designation appealing to communities who wish to develop tourism opportunities while ensuring that the byway will develop in a manner beneficial to the communities.

Challenges: Although there are six values that may qualify a route for designation as a scenic byway, it should be remembered that these byways are meant to highlight only the most significant routes in the state. Therefore, a strong case is required for byway designation. This involves thorough research of the route corridor and support from the local communities and groups along the corridor.

Research along the route is necessary to ensure that all of the sites that add value to the route are identified and the most significant resources are highlighted. More detailed research of each site should be undertaken to further illustrate the importance of the route and to provide a larger picture of how the route will function as a whole. Careful visual analysis of the route is necessary to identify the critical viewsheds and points of interest. Any proposed rest stops, outlooks, interpretation centers, or other types of markers should be located on the route map

along with a description/explanation.

Beyond the costs associated with preparing the proposal there will also be costs incurred in preparing and maintaining the route once approval is granted. The most costly requirement may be that portions of the road need to be upgraded in order to meet the required safety regulations for scenic byways, specifically that they will safely accommodate a two-wheel drive vehicle in the instance of national designation. Increased maintenance may be required along the route as it receives larger volumes of travel. The local community will want to invest in their own marketing campaigns as well to further improve the visibility of the route.

It may prove challenging to gain the support of all the local communities and groups impacted by byway designation. Competing issues may arise, such as communities feeling their interests or heritage are not best served by designation, or a desire for changes to the route plan. Struggle between local communities or groups over control of the route may arise. Some groups may oppose the designation out of the fear of increased traffic, pollution, or damage to the historic or scenic nature of the route. Issues such as these will need to be resolved before an application for the approval of the route can be submitted.

A route proposed for national designation must first obtain state scenic byway designation. The application process for national designation is more rigorous than that for state designation and will take a considerable amount of time, typically 1-2 years, and labor to complete the process.

National designation will require significant cooperation and compliance by local governments and groups because of the increased exposure, traffic, and opportunities that designation presents. Organization will be needed to provide coordination and network broadly among towns, chambers of commerce, conservation, historic preservation, and outdoor recreation groups.

Preparation of the CMP is a formidable task, but it must be completed in sufficient detail for the bid to be successful. Researching and identifying the many items listed above will require considerable organization and time commitment.

Beyond the costs associated with preparing the proposal there may be costs incurred in upgrading the road to necessary standards prior to designation. The federal scenic byway system requires that byways “safely and conveniently accommodate two-wheel drive automobiles with standard clearances.” To be considered for the All-American Roads designation, roads or highways should “safely accommodate conventional tour buses.”¹³¹ Although funding is available to for safety improvements that arise as a result of designation of the highway as a scenic byway, such as increased traffic or a change in the type of vehicle using the route, safety deficiencies that existed prior to designation of the highway as a scenic byway are not eligible for funding consideration.

Larger volumes of travelers along the route will also necessitate more time and money be spent in maintaining the route and its amenities. Protecting and enhancing a byway’s intrinsic qualities costs money, requiring investment by the local community.

The timing of application submission is important, as solicitation for National Scenic Byway designation is not a regularly occurring process. The last review cycle occurred in 2005, when 45 new routes were designated. Before that designations occurred in 2002, 2000, 1998, and 1996. Therefore, it is important to have the appropriate documents and reports completed for the designation process in order to apply once the next review cycle opens, most likely in 2008.

3. National Heritage Areas

Purpose: National Heritage Areas (NHAs) were established by Congress in order to formally recognize areas of the country that “tell nationally important stories” and in order to “protect, enhance, and interpret the areas’ natural, historic, scenic, and cultural resources.” These areas combine unique qualities in a cohesive manner, be they geological, cultural, scenic, or historic. They are specifically selected because of the important stories they tell which are unique to American history and identity. Additionally, these areas are meant to encourage “resource conservation, protection, interpretation, enhancement, and economic sustainability, and for full public understanding and appreciation of the many resources, places, events and peoples that have contributed to the rich heritage of [America].” (H.R. 760, 109th Cong.)

¹³¹ **Federal Register** / Vol. 60, No. 96 / Thursday, May 18, 1995 / Notices

NHAs are driven by local initiatives and community cooperation to facilitate the sharing, preservation, and interpretation of these important areas. Federal, state, tribal, and local agencies are encouraged to cooperate with non-profit groups and individuals to develop the NHA in a manner mutually beneficial to all the interests involved.

In order to facilitate this cooperation, after designation of an NHA by Congress, a coordinating agency is established to develop a management plan for the area. The coordinating agency will be specified in the act and may be a federal commission, state or local agency, or a non-profit group. The coordinating entity does not have authority to implement the plan, which is done at the local level, but the entity is the designated recipient of all federal funds for the NHA and has the authority to deliver or withhold monies as it sees fit in order to leverage federal funds.

There are as of yet no designated NHAs in the State of Alaska, however the Matanuska-Susitna Borough in Palmer has received seed funding and is currently researching the feasibility of a National Heritage Area designation, based in part around the historic gold claims of Hatcher Pass and Trapper Creek.

Designation:

Under the current Act, each heritage area is created by an individual law enacted by Congress. A bill currently being considered by Congress, the National Heritage Partnership Act, would create an official program within the National Park Service and would formalize criteria for designating heritage areas. In lieu of such legislation, the National Park Service has put together a list of recommended steps to be followed in the process of pursuing NHA designation, as follow:¹³²

- 1 – Completion of a feasibility study.
- 2 – Public involvement in the suitability study
- 3 – Demonstration of widespread public support among heritage area residents for the proposed designation; and
- 4 – Commitment to the proposal from key constituents, which may include governments, industry, and private, non-profit organizations, in addition to area

¹³² *Critical Steps and Criteria for becoming a National Heritage Area*, National Park Service Publication, available at <<http://www.cr.nps.gov/heritageareas/>> [Mar. 26, 2008].

residents.”

1. *Feasibility Study* The feasibility study is carried out under the direction of the Secretary of the Interior in cooperation with the heads of any other federal agency that has jurisdiction over lands within the proposed NHA boundaries. The purpose of the study is to confirm that qualities and resources required by Congress for NHA designation are present.¹³³

- 1 – The area has, in sufficient number and concentration, an assortment of scenic, historic, or cultural resources that tell a “nationally important story.”
- 2 – These resources are distinct and unique from those found elsewhere in the country and therefore warrant recognition and protection.
- 3 – Cooperation between public and private groups in the area represent the best management practice for the resources.
- 4 – The area contains important “traditions, customs, beliefs, and folk life that are a valuable part of the national story.”
- 5 – The designation would provide a valuable opportunity to preserve and protect important elements of the nation’s historic and scenic resources.
- 6 – The area is possessed of “outstanding recreational and educational opportunities.”
- 7 – The area retains the resources and identity which are to be displayed in a sufficient manner to allow for education and interpretation of the story presented.

The feasibility study must be completed with cooperation from local governments, residents, businesses, and other community groups. This cooperation must result in substantial support for the NHA, as designation will not occur unless it can be proven that the feasibility study involved the public and received their support. The feasibility study will also identify which coordinating entity will be assigned to the NHA. This coordinating entity will serve as liaison between the federal government and local interests to ensure that the NHA serves to protect and enhance the area’s resources. Proof must also be provided that the management entity has developed a financial plan that clearly outlines the responsibilities of all parties involved in the

¹³³ Adapted from: National Heritage Partnership Act, 109th Cong., H.R. 760.

NHA, be they federal, state, local, or private. The feasibility study must also show that the NHA fits within the current and planned economic development of the area so as not to create conflict. Finally, there must be included a proposed boundaries map for the NHA that has been agreed upon by all parties involved.

2. *Public Involvement* Public involvement is crucial to the development and prosperity of a National Heritage Area, and is a major requirement in the establishment process. Proof of substantial public support must be provided at nearly every step of the way to obtain designation. The National Heritage Partnership Act dictates that local public and private groups should be willing to play a major role in developing, maintaining, and managing the NHA. Mere public consent or tacit support is not sufficient and will result in failure to obtain a NHA designation.

Local groups should expect to take a on an important role in developing the management plan for the NHA in coordination with the federally designated management agency. Local groups should also expect to take a lead role in implementing the management plan, which could take the form of changing zoning regulations, specific tax incentives, amenity construction, tourism promotion, etc. Also, although there is significant federal funding available to help establish NHAs (see below), local groups should also expect to share some financial burden in the interest of developing and maintaining the area.

3. *Management Plan:* Every NHA must have an approved management plan in order to obtain designation and to receive federal funds. The management plan is developed by the coordinating agency appointed by the federal government in cooperation with local groups. The plan must be approved by the Secretary of the Interior in consultation with any other affected federal agencies prior to designation.

A management plan will describe all of the goals, strategies and policies to be adopted by the area in order to protect and enhance the area's resources while creating opportunities for education and expression of the story. It must include an inventory of the cultural, historic, scenic and other resources within the area and the status of each site with regards to protection, interpretation, and enhancement requirements, etc.

The management plan must also include a description of the roles and responsibilities of local government and private groups under the mission of the NHA to protect and enhance its resources. In addition, measures to aid in coordination between local groups and federal agencies must be included, along with a description of policies on managing resources within the area and proposed mechanisms to implement these policies. As part of this, the plan must identify sources of funding for the NHA and a variety of economic policies to pursue. These policies will provide for both economic growth in the area as well as protection of the area's resources. A business plan must also be included that describes the role and resources of the local management entity, including evidence that the management entity has the partnerships and resources in place locally for the NHA to be successful.

4. *Coordinating Agency*: The coordinating agency is “the entity designated by Congress to undertake, in partnership with others, the management plan and to act as a catalyst for the implementation of projects and programs.” (H.R. 760, 109th Cong.) These agencies prepare the management plan and coordinate its implementation with local partners. It is also the sole recipient of federal funds for the NHA and is responsible for the distribution and management of these funds in the best interest of preserving and enhancing the NHA. Additionally, the coordinating agency must submit an annual report to the Department of the Interior for all years that financial support was received from the federal government. This report must include details of income and expenses, details of matching funding, monies leveraged with federal funds, details of grants made, and the NHAs current goals and achievements. The coordinating agency should also strive to encourage responsible economic development and sustainability in the NHA.

As the purse keeper for the NHA, the coordinating agency has several specific authorities to enable it to carry out its role. The coordinating agency may use funds to make grants to governments and groups within the NHA for the purpose of protecting, enhancing, or interpreting the NHAs resources. It may agree to provide technical cooperation with local governments and groups, federal or state agencies, or any other appropriate group. The coordinating agency will hire staff that “includes individuals with expertise in natural, cultural, and historic resources conservation; economic and community development; and heritage planning.” (H.R. 760, 109th Cong.) The agency may obtain funds and services and purchase goods or services from any source. The agency may also support any of its partners or any

activity that is in keeping with the best interest of the NHA and its management plan. The coordinating agency is forbidden from using its funds to purchase any real property within or without the boundaries of the NHA.

Funding: NHA designation opens the door to several funding opportunities. At the present time, each heritage area is eligible to receive up to \$10 million of federal grant funding over a fifteen-year period of establishment, not to exceed \$1 million in any given year. This funding is seed money, which must be matched by local private funding. The federal government will set aside a specific amount of money annually, that will be available to projects that meet the goals of their respective management plans. It is important to note that federal money is available only on a matching basis, where the NHAs must be able to raise the equivalent amount from other sources. Additional funding is available from other government entities such as the National Park Service, and private entities and charities. NHAs are recognized as valuable conservation areas and economic benefits and as such are popular recipients for grant funds.

Regulatory implications: NHAs do not involve the purchase of land by Federal agencies to create federally owned and administered parks. Although they share similar characteristics, NHAs were specifically designed to be separate from national parks in order to preserve local control over the regions. They are more closely related to the national scenic byway system, where control and implementation of the area remains in local hands. Although a community may always choose to impose regulations to protect or enhance the scenic or historic character of an area, that decision would be strictly local.

Benefits: National Heritage Area designation can be an attractive choice for many reasons. Because there is no prerequisite designation, an area may immediately begin the designation process without having to expend energy and resources obtaining a lower designation, as is the case with National Scenic Byways. Once designation is obtained, the area will be part of a recognized national program supported by the federal legislation and funding. The National Park Service maintains a website on National Heritage Areas at <http://www.nps.gov/history/heritageareas/> which includes information and Frequently Asked Questions about NHAs, links to each individual NHA, details about legislation and designation, and resources for designated communities. The national recognition gained by NPS branding, including use of the recognizable arrowhead logo, is advantageous in terms of marketing and

promotion of NHAs.

The Alliance of National Heritage Areas is a separate NGO formed by members of existing NHAs to coordinate and exchange ideas on at national level. Their mission is to “advocate, facilitate, and celebrate excellence and cooperative initiatives that: enhance quality of life for citizens and their communities, attract national and international visitors to those communities, and provide distinguished examples for sustainable destination development for the nation.”¹³⁴ Their website, <www.nationalheritageareas.com>, provides helpful information on a variety of planning and heritage tourism related topics.

The NHA is also a valuable impetus in creating cooperation and goodwill in a community. Because much of the day-to-day business of the NHA is managed by local groups, it is important to develop and foster good working relationships between all of the local governments, groups, and individuals in a community. The NHA will provide an opportunity for these different interests to develop common goals for their community and to work together to achieve those goals in the most beneficial way.

Designation can also improve a community by providing protection to the scenic, cultural, and historic resources of the area, ensuring the area will retain its unique qualities for future generations of the community.

Challenges: The first challenge in obtaining NHA designation is proving that the area is rich in historic, cultural and scenic resources. This of course precludes certain areas from being considered for designation. Proof is compiled in the form of a descriptive inventory that identifies significant sites and describes and justifies their significance. It is useful to compare the proposed area with existing NHAs in an attempt to determine if there are enough significant sites to seek NHA designation.

According to Brenda Barrett, NPS National Coordinator for National Heritage Areas, the greatest hurdles to defining a heritage area are “lack of vision, lack of cooperation, and lack of community support. Key partners may not see the relationship value or residents can’t see the

¹³⁴ Alliance of national Heritage Areas website, <<http://www.nationalheritageareas.com>>

opportunity.”¹³⁵

Because a heritage area can only be established by act of Congress there may be political issues in the way of designation. There must be political support for designation, otherwise even the most deserving candidate will be denied. Federal involvement in the area does not end with designation. Although control and management of the area resides in local hands, the coordinating agency and the management plan must both approved by the federal government. Furthermore, in order to continue to receive ongoing federal funding, certain criteria will need to be met to prove that the NHA is satisfying designation conditions.

The coordinating agency uses its control of the NHAs financial resources as the means whereby the management plan is implemented. As noted above, heritage areas benefit from national recognition due to their association with the National Park Service. If the local management group does not meet the standards of the federally approved management plan, funding may be reduced or cut, thus creating an incentive to bend to the wishes of the NPS. And although designation as a National Heritage Area does not involve Federal regulation of private property, there are those who worry that their designation can “provide justification for local governments that want to adopt cultural-heritage-related zoning laws and other land-use restrictions” by giving local preservation interests the backing of the federal government.¹³⁶

The community will likely incur costs during the approval process and once designation is obtained, ongoing expenditures will be required for logistical and legal costs (travel, lobbying, research, legal fees, etc.) in order to obtain designation. After designation is obtained, the community will need to continue to spend money on coordination and management efforts, including the hiring of staff and developing marketing initiatives. The local communities will also fund infrastructure improvements and maintenance costs.

Although in theory, NHAs are intended to become self-sustaining after an initial ten to 15 years of Federal support, this has proven difficult to accomplish. In 2003 congressional testimony, NPS acting associate director for cultural resources Tiller admitted that as of that date, self

¹³⁵ Brenda Barrett, America’s Byways Resource Center “Tele-workshop Fact Sheet”, April 2, 2003, http://library.byways.org/display/28403/Wk_Shop_0403

¹³⁶ Matthew White, “National Heritage Areas: Local Culture or Federal Pressure?” in PERC Reports, <http://www.perc.org/perc.php?id=548>

sufficiency had yet to be achieved with any NHAs, and the first four NHAs established had sought and received Congressional extensions of their funding.¹³⁷

4. Grassroots Marketing Model

Grassroots organizing and marketing has been used effectively in many areas to develop and promote tourism. While in some instances, movements initiated by grassroots organizers have eventually led to a form of national designation such as those discussed previously, in many others they have resulted in unique organizations of local promoters and advocates. This model gives communities a flexible and responsive method of marketing while allowing maximum control over the process. Although these marketing methods may seem less attractive because of their lack of name recognition, as opposed to a Scenic Byway or Historic Trail, a community coalition resulting from a well organized grassroots campaign can be just as successful in generating results, as is the case with the SEATrails network or the International Selkirk Loop described later in this section.

A grassroots coalition is a group of community groups, businesses, governments, and individuals, working in concert to produce a systematic and unified marketing campaign or tourism organization for their community or region. Because these coalitions are created by the communities, they are controlled by the communities and are responsive to the changing goals and needs of the parties involved.

Benefits: Perhaps the most attractive benefit of this model to many community members is that it gives the community the most control over goals, strategies, and implementation. There is no external organization dictating what must be done in the area and how that is to be carried out. Other than rules that are self-imposed by the community coalitions, there are no guidelines or legislative rules that restrict what activities can be taken by the coalition beyond the already existing local regulations. Additionally, provided that the local governments are included in the coalition, it is easier to obtain the changes or permissions necessary to maximize the potential of the group, such as changes to city ordinances to permit or better facilitate tourism activities.

Although some money will be required to start up and run this type of a system, it is generally

¹³⁷ Tiller, de Teel Patterson. 2003. Testimony on H.R. 280. Subcommittee on National Parks, Recreation and Public Lands of the House Resources Committee. Washington, DC: U.S. House of Representatives, October 16, cited in IBID

less expensive than the other designation options. There will be no feasibility report to prepare and file, less lobbying of politicians and agencies, and less required infrastructure upgrades. Although the cost of marketing will rest solely on the communities involved, once the effort has been established, the increase in tourism spending should provide sufficient funds to continue to fund and expand the organization, provided that the member business reinvest a portion of their increased earnings back into the tourism association.

Finally, another benefit of this approach is that it creates an opportunity for vastly improved community cooperation throughout the region. Working together to set common goals, compromising where necessary, will help to create a strong community. In fact, it is necessary that the communities involved actively participate and support coalition efforts if they are likely to succeed.

Challenges: Community coalitions can be intimidating for local groups because there is no outside organization or legislation that dictates the structure or system of the group. Communities will be solely responsible for the organization and management under this model. Although there are models that have been created by other communities, each community, or coalition of communities, will have to develop their own model that will address their specific needs and challenges in order for this model to be effective.

Funding for this model may be difficult to come by, especially during the initial phases of organization. Obtaining funding is extremely important however, and it is unrealistic to expect this model to be successful unless money can be found to pay for a marketing campaign and preferably for hiring permanent staff members to coordinate the coalitions efforts. The successful International Selkirk Loop (discussion following) received seed funding to hire a full time director who was able to build the organization to the point where it became self-sustaining through membership dues.

The ability of the coalition to market its product will make-or-break this model. There is no national or state system to rely on for marketing; every strategy will need to be developed and carried out by the group. Because of this, depending upon the talent and resources available within the coalition, it may be necessary to hire a consulting or marketing firm or individual to help develop a marketing strategy for the communities. Additionally, it has been noted in other

similar efforts that hiring full time staff to manage and run the effort are important steps in creating an efficient and profitable organization.

Examples: There are numerous examples of this type of community effort. A group promoting tourism between Skagway, Whitehorse, Haines Junction and Haines branded the loop connecting their communities as the Golden Circle some years ago. Their website www.goldencircleroute.com provides links to each member community, and the loop has recently been recognized as a Yukon Scenic Drive. Two of the more successful organizations with potential relevance to the IKGRT are the International Selkirk Loop and the Southeast Alaska Trails system (SEATrails). Below is an overview of these organizations along with guidance on how to obtain more detailed information about both of these groups.

The International Selkirk Loop

The International Selkirk Loop (ISL) presents an excellent tourism marketing model organized at the grassroots level. The Selkirk Loop consists of a ring road and several branching routes, that circle the Selkirk Mountains in Washington, Idaho, and British Columbia. The route is 280 miles long on the main loop, with side trips adding close to another 200 miles of road. The Selkirk Loop officially came into existence in 1999 with the formation of the International Selkirk Loop, a non-profit corporation for the promotion of the Loop as a tourist destination. The non-profit is a cooperative, formed of member businesses, chambers of commerce, and local governments.

A seed grant from the US Forest Service provided the initial funding to hire an executive director, who promoted the concept to potential stakeholders. A subsequent grant received from the US Department of Commerce provided funding for an Operations Director and limited operating expenses. An initial set of governing bylaws were adapted from similar organizations. The ISL is now self-sustaining, supported by 65 member communities, with 360 paying members. It is governed by a 15-member Board of Directors, representing communities in both the U.S. and Canada.

Member businesses are able to benefit from the Selkirk Loop in many ways. Marketing is the most significant, and is carried out through the membership fees assessed by the corporation. The marketing has been very successful, and the Loop has become a

popular tourist destination. It has received so much attention, that recently the American side of the Loop was granted All-American Road designation.

It is important to note that the Selkirk Loop Corporation is only a marketing and coordinating organization for the business and tourist interests along the course of the route. As such, it does not have any direct responsibilities in the management of the road network or its amenities, which is the responsibility of the various governments in the region. However, because of the success of the corporation, local governments have become involved in assisting in the promotion of the Loop and have tried to engender good relationships with the corporation. In this way, the corporation is able exert some influence over what happens on the road.

For more information: <<http://www.selkirkloop.org>>

SEATrails

SEATrails is a non-profit organization that promotes local trails in southeast Alaska to independent travelers and eco-tourists through coordinating access and marketing for selected trails throughout the region. Although SEATrails is its own organization, it is closely tied to the local communities and its success has been driven by the support and cooperation of the communities in southeast Alaska. SEATrails works closely with local groups and governments to ensure that they are helping to improve the communities and trails that they serve.

Trails are nominated for inclusion in the SEATrails network by local groups or governments, who are familiar with the best routes and sites in their area. When a trail is accepted by SEATrails, it is then included on their website and in their marketing literature with information on what trail uses are available and how to access the trail. There are currently over 75 trails in 19 SE Alaskan communities networked through the organization. SEATrails also works closely with the Alaska Marine Highway System to provide reliable public access to the trails. The upkeep of the trails rests with the local groups and governments, although SEATrails does provide a limited amount of funds in the form of grants for trail caretakers. SEATrails also informs community groups of external grant possibilities for money to help pay for the upkeep of local trails.

SEATrails awarded more than \$119,000 to 10 communities in 2004, and is following up with a second round of grants in 2008 for trails and trail-related projects.

SEATrails main efforts are spent in promoting the trails themselves. This is done primarily through their website and travel literature. An important element in their success has been the willingness of SEATrails to spend money on their marketing initiatives. They have recently completed a new Business and Marketing Plan “to help guide the organization in their efforts to establish and promote a region-wide trail system that stimulates economic development, enhances quality of life, and improves transportation.”¹³⁸

"This plan is what SEATrails needs Their website is an excellent example of how spending the extra money can produce a superior product, and the website is now well known and heavily used. Seeing marketing resources as important investments is an important lesson that any groups can take out of the SEATrails example.

For more information: <<http://www.seatrails.org>>

B. Additional Designation Models and Associated Tools

This section includes additional tools and models, which, although not applicable over the full length of the corridor, may be usefully employed in certain areas of the IKGRT to compliment a larger overall strategy. Included in this section are tourism and preservation tools that may be used to further enhance a route or region, but which do not constitute a designation model in and of themselves, such as historical preservation easements or designation on the National Register of Historic Places.

1. National Recreation Trail

National Recreation Trails (NRTs) were established under the National Trails System Act of 1968 (NTSA), the same Act which established National Scenic Trails and later, by amendment, National Historic Trails (16 USC 1241-51). The nation-wide network of NRTs is comprised of

¹³⁸ <<http://www.seatrails.org/media/>> press release, November 27, 2007

over 1000 trails located in all 50 states, ranging from under one mile to 485 miles in length. The goal of the NRT program is “to promote the use and care of existing trails and stimulate the development of new trails to create a national network of trails and realize the vision of Trails for All Americans.”¹³⁹

Roads designed for car use are ineligible to be designated as an NRT; only foot traffic, bicycling, and specified recreational vehicles are permitted on NRTs. Designated trails must be “reasonably accessible to urban areas,” (many are located wholly within the urban boundaries of a municipality) and typically cater to day hikers or similar visitors likely to come from an urban setting. Whereas NSTs and NHTs are designed to provide recreational opportunities on a national level, the recreation trails are intended to provide such opportunities to the local residents of an area by recognizing exemplary trails of local and regional significance. Because of this, they are not necessarily seen as a major tourism magnet in attracting out-of-area visitors, though visitors may certainly use the trails during their stay.

Sixteen NRTs have been designated to date in the State of Alaska. The Perseverance Trail, a 3 mile backcountry trail on the edge of Juneau, was designated in 2005. Originally an access road to mines and mills in the Silverbow Basin, it is today considered one of Alaska's most historic and recreationally significant trails. The route combines scenic mountain vistas with artifacts of the gold mining era, and serves as a link to other recreational opportunities in the Juneau area.

Designation:

Candidate trails should be established trails that are recognized locally for their outstanding character or value. Unlike the NHTs and NSTs, National Recreation Trails do not require Congressional approval. are reviewed for NRT designation at the behest of the managing group responsible for the trail, by submitting a form to the Department of Agriculture or the Department of the Interior, depending on the jurisdiction of the lands crossed by the trail. Authority for designation resides with the appropriate Secretary. NRTs are permitted to be routed across any land, public or private, so long as permission is obtained from the owner or managing body. The simplicity of this process facilitated the designation of numerous trails,

¹³⁹ National Recreational Trails website, <http://www.americantrails.org/nationalrecreationtrails/about.htm>

and represents the most expeditious route to national trail designation under the NTSA. New nominations are submitted annually, with a total of 24 submitted for consideration in 2008.

Benefits:

NRT designation means that the trail is part of the National Trail System as created by the NTSA, and as such it attains a level of prestige and notoriety that other trails do not have, albeit admittedly less than that afforded by designation as an NHT or NST. Trail managing groups are eligible to receive training, technical assistance, possible funding assistance, and marketing assistance. NRTs can be expected to generate some tourism, although primarily on a local level. The combination of NRTs with a form of auto tourism (e.g. Scenic Byways or Auto Tour Routes) has been successful in increasing visitor numbers in other parts of the country, and can provide a varied traveling experience where visitors are able to both drive and hike through the area.

Challenges:

Obtaining NRT designation is a fairly straightforward process that should not deter a well-organized group. Funding and planning requirements are significantly less than those required for NHTs and NSTs. Perhaps the most important step in obtaining NRT designation is that the trail to be considered should be an established trail that is locally noted for having outstanding qualities. It must also be possible to make a strong case that the trail is easily accessible, and will provide valuable recreational opportunities to urban residents. Finally, it is required to obtain the permission of all the landowners on whose land the trail crosses before NRT designation can be rewarded.

2. *Wild & Scenic Rivers*

The Wild and Scenic Rivers Act (WSRA) was passed by Congress in 1968 to protect “selected rivers of the Nation which... posses outstandingly remarkable scenic, recreational, geological, fish and wildlife, historic, cultural, or other similar values.” (P.L. 90-542, b) The intent of the law was to protect these rivers in their free flowing form so as to preserve the natural flow and habitats of the rivers. Rivers may be designated in recognition of their wild, scenic, or recreational value, either in their entirety or as segments along the length of the river.

Together, these rivers form a national network of over 160 rivers, including 25 classified rivers

covering a distance of 2,310 miles in the State of Alaska alone. The Fortymile River, including its numerous forks, comprises 392 miles of designated WSRA waterway (179 miles Wild, 203 miles Scenic, 10 miles Recreational). The Fortymile, a tributary of the Yukon River, rises in the Yukon-Tanana uplands southwest of Eagle. It was the site of a major Alaskan gold strike in 1886, and subsequent gold rush leading into the eventual Klondike rush a few years later. The gold rush history of the area is very evident in the cabins and mine workings along the stream.

Designation

A river that is to be considered for designation must be nominated as such by the Secretary of the Interior or Agriculture. The nomination is forwarded to the President's Office, which will prepare a report to be delivered to Congress regarding the nomination. Congress may then pass legislation designating the river under one of the three categories of wild, scenic, or recreational. Rivers can also be designated at the request of individual state governors of the states through which the rivers flow.

In order to be eligible, a river must meet several qualifications, with slight differences in requirements between the three categories. To qualify under the wild rivers category, a river must be free-flowing with no impediments and free from pollution along the portion to be designated. The river may be accessed by trails, but should have minimal road access or frontage. Additionally, development along the river is at a minimum. As these rivers are meant to represent the wild and untouched native wilderness of the country, there should also be minimal development along the designated reaches. Rivers designated under the scenic category should possess the same characteristics, but road access restrictions are less stringent. Rivers designated as recreational rivers will be noted for their significant opportunities for recreation along the route. Access to the river by road is encouraged, with mass transit being most desirable. In addition to greater leniency regarding access, recreational rivers may also have past impediments and greater shoreline development than either wild or scenic rivers. Rivers that are currently utilized for their water resources may only be eligible for recreational designation, if at all.

Once a river is designated under WSRA, the river then comes under the management of either the Department of the Interior or the Department of Agriculture, depending on which department has jurisdiction over the river. The responsible department will then determine boundaries for the corridor designation. Land may be purchased within this corridor by the federal government to aid in the preservation and conservation of the river corridor character.

Within three years the managing agency must also create a management plan for the river.

Benefits:

There are many potential benefits that Wild and Scenic River designation can bring to the areas and communities near a river. From an environmental standpoint, designation can be useful for protecting the water quality and ecological structure of the river, ensuring that it remains free-flowing and unpolluted insofar as possible.

Designation can be a useful method in preserving open space along the river as the WRSA prevents the federal government from selling lands, while at the same time providing provisions for the purchasing of land, within the corridor boundaries. Additionally, lands within the river corridor may be protected by restricting the type and scale of development that can occur within the boundary. However, it is important to note that in cases where only a stretch of the river is designated, it may be impacted by actions along the unprotected portions of the river up or down stream.

There is also support available to state and local groups, in the form of consultation and coordination from federal agencies, in carrying out the management of the designated river. In most cases much of the protection and management of the river is carried out at a state or local level, with assistance provided by the responsible federal agency when needed. Because of this local management structure, hunting and fishing regulations along the rivers are not impacted by designation, but remain governed by the state and local laws. The retention of control over fishing and hunting regulations is especially valuable in areas where these activities contribute substantially to the economy of the local region.

Challenges:

Designation of a river for protection will prevent the construction of water resource project along the length of the designated stretch. This means that communities along the river would be unable to utilize the river as a resource for pumping, irrigation, drinking, or electrical generation. Development restrictions on corridors designated wild or scenic can be limiting, and should be explored and understood prior to pursuing WSR status.

Due to their rather stringent criteria, designation as a WSR can be difficult to attain. New rivers have, however, been added to the system in nearly every year since passage of the Act designating the original eight rivers in 1968.

3. Bike Route

A bike route is typically a trail, whether urban or rural, that has been specifically designed to accommodate bicyclists, or a road network that has minimum amenities to allow for the safe travel of bicyclists. Bicycling continues to gain in popularity, both as a recreational pursuit and as a method of transportation. Developing bike routes that provide a safe and enjoyable journey for bicyclists can be an efficient, cost-effective way to accommodate transportation needs and attract visitors to the region.

Designation process:

Bicycle routes are usually planned and designated by enthusiasts and/or authorities at the county or local level, although there are state and national bicycle routes. Routes are typically follow a path that has scenic, historic, or cultural values, and are often supplemented with interpretive signs and displays. The route is normally sign posted along its entirety, to facilitate way-finding without the aid of a map. The designation of a bike route is often accompanied by the construction of bike facilities, such as rest areas and toilet facilities, especially in more rural areas. (North Carolina DOT: 2004)

Benefits:

Recreational bicycling is an enormous industry that is still rapidly expanding. Bicyclists are known to be exceptionally avid in pursuing their hobby, and are willing to spend large amounts of money and extended periods of times along routes. Creating a bike route is an effective means of targeting and attracting bicyclists to a region, and a well-designed bike route will generate return visits, resulting in potentially significant economic gains.

While the development of a bike route can be costly, it is feasible to construct a route with a minimal investment of time and resources by utilizing existing roads and trails. Even if a new trail needs to be constructed for portions of the route, bicycle lanes can be constructed quite quickly so the route can be up and running in a short time frame. The provision of amenities for cyclists, such as rest areas, toilets, or campsites, will pay dividends as they may also be used by hikers or other recreational visitors.

Bike routes are also one of the more environmentally friendly methods for opening wilderness areas to public access. The route itself does not need to be paved, though they normally are, and needs to be only a few feet wide. Operating bicycles creates no greenhouse gases and little noise pollution, lessening the impact on wildlife.

Finally, bike routes are attractive from a management stand-point. The trails require minimal maintenance after construction is complete, thereby keeping the costs of operating a bike route low. Locally created routes are also managed at a local level, so impacted communities can have control over the use and impact of the route. Bike routes also represent a flexible trail element that can be easily combined with other types of trail or park systems to enhance both forms of recreation. Beyond the local level, region and national networks and organizations exist for coordinating marketing and promotion of bicycle routes.

Challenges

The two greatest challenges to creating a bike route are financing and property ownership. In many instances, the creation of a route requires construction expenditure, including costs such as paving, buildings, interpretive sites, facilities, and demarcation. Depending on the scope of the project, these costs can quickly run into the millions of dollars, although it is possible to implement a more rudimentary route quite cheaply.

Land ownership may also present obstacles to the creation of a route. In urban areas this issue is less significant, as routes may often be constructed on existing streets or public rights-of-way. However, bikeway routing in rural areas may necessitate the crossing of multiple property boundaries, straying outside of the right of way, or crossing into lands administered by different federal or state agencies. In instances like this, it is necessary to reach an agreement with the owner or administrator of the land to permit the route to pass through their property.

Another issue to be considered is the marketing of the route. Unless the route passes through an area of exceptional scenic or historic quality, it may be difficult to draw visitors based on the merits of the route alone. Most of the popular biking locations consist of a large network of smaller bike routes and trails, where the sum of the parts create a more powerful attraction than the individual trail segments alone would do. Marketing is also empowered by the additive effect of the larger system. This means that rather than considering the construction of a single bike route, it is more beneficial to create a regional network of bike routes, despite a greater up-front investment.

4. Local Trails and Trail Network

Designation:

The process of designating a local trail is similar to that for creating bike routes. A trail network is merely a combination of trails in a region, which are often interconnected and

normally managed by the same entity. Both trails and trail networks are often designated at a county or local level, and are designed, managed, and administered by the communities that they serve. Private property owners who open their land to public access along a set route may also create trails. In many instances a trail, or trail network is constructed as an element within a larger park or recreational area, though in some cases a trail may be a stand-alone entity.

It is also common for trails, especially those that are not part of a larger park, to be managed by a designated non-profit organization. This group is normally tasked with the upkeep of the trail, and any future construction or development along the trail. They may also be the primary promoter of the trail, organizing activities associated with the trail, such as wildlife watching or races, as well as handling advertising. This management style is especially effective in creating a system whereby the trail is managed in an effective and efficient manner.

SEATrails, operating in SE Alaska and discussed earlier in this paper as an example of a grass-roots marketing coalition, is an excellent model of an NGO trails network.

Benefits:

Despite their limitations, a local trail, or network of trails, can play a valuable role in the recreational infrastructure of a region, and can improve the recreational experience of both visitors and locals. As mentioned, this can be done at a relatively low cost, where construction can be as basic as clearing a path through the terrain. More extensive trails may include interpretive stops, campgrounds, or toilets that, though increasing cost, are useful amenities for attracting visitors and boosting trail use. As well, an attractive option of trails is that the trail or network can be constructed piecemeal as land or funding becomes available. The speed of the process also makes trails an attractive option, as a trail can be designed and constructed in a relatively short amount of time.

Trails are also very flexible elements. They can be designed to be stand-alone amenities, or they can be combined as part of a larger network. A trail can be constructed at any scale and can traverse nearly any terrain, making it one of the most effective means of providing access to rugged and pristine wilderness areas. Trails can be planned to take advantage of abandoned rail corridors, or other rights-of-way, which can often be converted to their new use for minimal expenditure and legal complication.

Trails provide an important amenity for local residents by affording ready access to the surrounding natural environment. Though difficult to measure, a trail network can make valuable economic contributions in the form of increasing a local population's health and quality of life. Improving a population's health in turn lowers health costs for both government and private individuals, thereby creating a capital surplus that can be spent elsewhere. The quality of life of an area is quickly becoming one of the most important factors by which companies and people choose where to locate, generating more jobs and increased tax revenues. (American Hiking Society)

Challenges:

Creating local trails is not difficult, and can often be done in a very cost effective manner. However, these are normally local trails, meant to serve the local or regional demographic in which they are located. As such, they are less likely to attract substantial numbers of visitors from outside of a region, and may therefore not be large income generators for an area. Attracting external visitors to the trail may require the investment of a greater amount of time and capital than local politicians may be willing to commit. Additionally, unless a trail is wholly contained on public lands, it will be necessary to obtain the cooperation of any private property owners across whose land the trail traverses.

5. State Trail System

The Alaska Trails System was established in 2001, with an initial 41 trails designated for their recreational, scenic, and/or historic value. The system includes both land and water-based trails. The Alaska Trails Systems connects communities with natural areas for the physical, mental, and economic benefit of Alaskans as well as visitors. Trails are nominated, evaluated and recommended by the Trails and Recreational Access for Alaska Citizens Advisory Board (TRAAK Board).

The benefits of creating the Alaska Trails System include, as listed on the Alaska Trails website, include:¹⁴⁰

- encouraging the development and understanding of an interconnected trail

¹⁴⁰ <http://www.dnr.state.ak.us/parks/aktrails/ats.htm>

network;

- consistently identifying trails that cross jurisdictional boundaries;
- assuring trails are maintained to consistent standards;
- providing educational opportunities and the promotion of public health.

Competitive Alaska Trails Initiative grants are available for development and reconstruction of trails and related facilities. The Alaska Trails Initiative grants are reviewed, scored and recommend for funding by the Outdoor Recreation and Trails Advisory Board (ORTAB).

State trails presently located within the IKGRT corridor include the Yukon River Water Trail in Yukon-Charley Rivers National Park, Chilkat Bald Eagle Preserve Trail in Haines, the Chilkoot Trail in Skagway, and the Perseverance Trail, Photo Point Trail, and Trail of Time in Juneau.

6. National Register of Historic Places

The National Register of Historic Places (NRHP) was created in 1966 by the passage of the National Historic Preservation Act (NHPA). The Register was created to provide a centralized system for cataloging historical properties in the United States, and to provide financial incentives to encourage preservation of significant historic or cultural properties. The list is administered by the National Park Service (NPS) with additional help provided by the individual State Historic Preservation Offices (SHPO). Once included on the Register, a property receives National Historic Landmark designation. There are currently over 80,000 properties listed on the Register nationally. Within the IKGRT corridor, over 75 properties are listed on the NRHP, including entire historic districts in Juneau, Skagway, and Eagle. A large percentage of these listings have a period of significance dating to the Klondike Gold Rush period.

Designation

A property must meet certain criteria in order to be considered for listing on the National Register. The NHPA states that properties eligible for inclusion on the list include “districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture.” (NHPA, I:101, 1A). Although a national list, historically significant properties at the state or local level are also eligible.

A property may be nominated for inclusion on the list by any person or local government.

Applications for nomination are submitted to the responsible SHPO (or the responsible historic preservation office), which then nominates the property for the NRHP if it determines the property meets the designation qualifications. The specific criteria under which a property will be considered are:

- 1 – The property is associated with significant historic events.
- 2 – The property is associated with a significant historic person.
- 3 – The property represents an important time, style, or work.
- 4 – The property has or may revealed historic data.¹⁴¹

In addition to the above, a property must be at least 50 years old in order to be eligible for designation, except for properties of outstanding significance.

If a property is nominated for designation by a party other than the owner, or if there are multiple owners of the property, consent from the majority of property owners must be obtained in order to be included on the list. In the case of multiple owners, each owner may cast one vote, regardless of ownership percentage, with a simple majority decision required for listing. If the property owners(s) object to the listing of the property, the property cannot be included on the Register. Additionally, during the review process, public opinion will be sought regarding the listing of the property. From nomination to designation, the process can be expected to take several months. Owners have no obligation to open their properties to the public, to restore them or even to maintain them, if they choose not to do so.

Benefits:

The listing of properties does have several potential benefits. Listing a property asserts the historic importance of a property and can contribute to historic oriented tourism marketing. There are also financial benefits attached to listing a property on the Register. The IRS provides federal tax incentives for eligible properties in order to assist in the renovation and rehabilitation of properties. Owners of properties listed in the National Register may be eligible for a 20% investment tax credit for the certified rehabilitation of income-producing certified historic structures such as commercial, industrial, or rental residential buildings. This credit can be combined with a straight-line depreciation period of 27.5 years for residential property and

¹⁴¹ Adapted from “Listing A Property”, National Register of Historic Places, National Park Service publication.

31.5 years for nonresidential property for the depreciable basis of the rehabilitated building reduced by the amount of the tax credit claimed. Federal tax deductions are also available for charitable contributions for conservation purposes of partial interests in historically important land areas or structures. Listed properties may also qualify for Federal grants for historic preservation, when funds are available. Properties listed on the National Register of Historic Places at the national level of significance or be designated as a National Historic Landmark are eligible for Save America's Treasures grants. Grants for preservation of historic structures typically range from \$100,000 to \$400,000.¹⁴²

Studies have also shown that properties with historic designations often appreciate at a higher rate when compared to similar, non-historic properties.¹⁴³ These incentives can be especially valuable to property owners or governments wishing to rejuvenate historic, but economically depressed, properties or districts.

Challenges:

Listing a property on the National Register presents several challenges. Potentially the most problematic is that permission must be obtained from the property owners in order for a property to be included. Property owners may be wary of listing their property for a number of reasons, but most prominent would be financial issues. Property owners may fear that listing a property might impact their ability to sell the property in the future, and negatively impact the value of the property. Even though these concerns are unfounded, as many studies have shown that historical listings will usually result in a positive valuation of property values, this common misconception dissuades many property owners from permitting their properties to be listed. Although the National Register is widely recognized as an effective means of promoting historic preservation, it may not be the most effective designation for promoting tourism. With over 80,000 listings on the NRHP, that distinction alone is probably not enough to call significant attention to the property. Rather, being listed on the Register is useful in boosting a known property's image.

7. Historic Preservation Easements

Historic Preservation Easements can be a useful tool for the preservation of important historical

¹⁴² <<http://www.nps.gov/history/hps/treasures/search.htm>>

¹⁴³ (Rypkema, 2004; Treffeisen, 2003)

structures, elements of a structure, or sites, undertaken at a grass-roots level. An easement is a voluntary, but legally binding, agreement in perpetuity to place a structure under certain protections that are overseen by a historic preservation organization. The term structure can be applied in broad fashion to include things other than buildings, such as transportation networks or vehicles, infrastructure elements, dams, or artwork. The terms of the easement may protect only specific elements of a structure, such as a façade, a particular room, or a decorative element.

An important aspect of the easement is that is its perpetual nature, as it is added to the title of the property and is therefore legally binding throughout all subsequent generations of ownership. It is therefore a particularly attractive option for property owners to ensure the protection and preservation of a historic property.

Although an easement can be taken out on any property, to be eligible for federal recognition in the form of tax incentives, a property must be listed on the National Register of Historic Places, or “located in a registered historic district and certified...as being historically significant to the district.” (NPS: 2007) In order to obtain an easement a property owner needs to contact their State Historic Preservation Office in order to obtain an application. Once an application is approved by the National Park Service, the easement will be conveyed to a certified easement holding organization. Once a holding organization receives an easement, it is responsible for verifying and enforcing compliance with the terms of the easement.

Benefits to Obtaining Historic Preservation Easements

The most obvious benefit to a historic easement is that it offers a degree of protection to historically significant properties or property elements. It is especially effective because the easement transfers with the title from owner to owner, thereby ensuring a level of protection beyond the initial owner. Although the easement may impact the management of a property, it does not impact property ownership. That the property may be retained in private hands and under private management makes it an attractive option for many individuals. Owners also appreciate the flexibility of the process, in that they are able to negotiate the terms of the easement, thereby allowing the owner to tailor the terms of the easement to fit their needs and intent in preserving the property.

There are also financial incentives available to property owners who have donated a historic

easement on the property. These include federal tax income credits that may be available to eligible easements. As noted above, these are properties which are listed on the National Register or are in a historic district and deemed to be valuable elements of that district. Other tax incentives or financial assistance may also exist at the state and local level for property owners.

Challenges:

There are challenges and drawbacks to historic easements that may discourage property owners from using this option. Firstly, the fact that the easement is attached to the title and is therefore perpetual and binding on the property may discourage some owners who want to protect their historic properties but may be worried about being legally obligated to do so. Additionally, while the placing with the easement in the hands of a third party enforcement group is intended to ensure the protection of the property, this aspect may again discourage some property owners from using easements.

Other issues that property owners may find distasteful include that alterations, refurbishments, or demolition of parts of the structure may now require review and permission from the easement holding organization. Certain uses of, and development on the property may be restricted by the easement. Also, in order to receive tax credits, a property owner must open the subject of the easement to the public for a specified amount of time each year, though the degree of access will vary on a case-by-case basis. Finally, there is the fear that the easement may negatively impact the resale value of a property and limit an owner's ability to sell it in the future.

8. *Tourism Associations.* A tourism association is a confederation of local tourism groups or industries, which have allied themselves with the intent of expanding their impact and coordination. Typically an association takes the form of bureaucratic entity with its own codes and regulations that govern and promote its members in the best possible manner. Because the association is an agreement between various members, the exact structure, regulations, and goals will vary between associations, with each one specifically tailored to meet the needs of its members.

An association will typically take on an important role in providing a unified face that a region

may come to be known by. Associations are especially valuable in today's tourism market by providing smaller tourist operators with an opportunity to reach a broader audience. By pooling resources together, the association is able to coordinate publicity and marketing efforts in a much more effective manner.

There are numerous tourism associations in Alaska, British Columbia and the Yukon Territory, representing the various regions and tourism industries. The largest and most inclusive tourist association is the Alaska Travel Industry Association, which includes a broad spectrum of businesses across Alaska. More specialized associations include the Alaska Wilderness Recreation and Tourism Association, the Alaska Hospitality Alliance, Cruise British Columbia, British Columbia Agro tourism Initiative and the Wilderness Tourism Association of the Yukon. Additionally, there are several tourism associations representing specific geographic areas such as the Northern Rockies Alaska Highway Tourism Association or the Northern British Columbia Tourism Association.

Benefits: Numerous benefits can derive from the formation of a tourism organization, especially for smaller businesses. As mentioned earlier, the association is very useful for providing a unified face for tourism in a region. This can be used to market a specific theme or value of the region, and can reach a broader base of potential visitors by pooling marketing resources. Additionally, the association may cooperate with other similar groups around the nation, networking to produce even greater market saturation.

An association also represents an invaluable opportunity for local businesses to coordinate with local government agencies and tourism departments. This cooperation is crucial in creating a broad and successful tourism presence in a region. It also serves as a method whereby tourism businesses and industries can impact local policies and lobby on issues important to the industry. An association is also relatively inexpensive, with membership dues negotiable and usually set low enough to permit smaller businesses to join.

Challenges: While a tourism association can have a positive impact on tourism in a region, it does not come without associated challenges. The largest hurdle to forming an association is its initial organization. It may be difficult for interested parties to come to an agreement on the structure and goals of the association, especially if there is a wide diversity of parties involved.

The interests of a small tour guide are not the same as those of a large hotel. Reaching an agreement as to exactly what role the association will play can be expected to take some time and may need to overcome issues of disagreement.

Also, an association runs a certain risk of politicization. As is the case of any bureaucratic organization, a tourism association may develop a life and goal of its own, actively pursuing policies and goals that may not necessarily represent the best needs of its members. When this happens, it is often the smaller businesses and groups that lose out, as the association is dominated by the big players in the industry. If there are not appropriate regulations in the association to protect the interests of small members, it is likely that the larger, more powerful groups will control and dictate the direction of the organization.

C. Additional Designation Models and Associated Tools: Canada

9. Heritage Rivers

The Canadian Heritage River (CHR) System forms a network of rivers across the country that are deemed to possess certain characteristics and qualities sufficient enough to warrant government encouragement for their preservation. The CHRS was “established in 1984 by federal, provincial, and territorial governments to recognize the best examples of Canada’s river heritage.” (CHRS Website) The system currently comprises 39 rivers that have been designated for their nationally-significant scenic, cultural, or recreational values.

Within the IYGRT study area, a section of the Yukon River between Lake Laberge and the Teslin River known as The Thirty Mile is a designated CHR. It was officially recognized in 1991 because of its connection with the Klondike gold rush and paddle-wheeler eras on the Yukon River. Nomination was jointly proposed by the Yukon Territorial Government and the Federal Department of Indian Affairs and Northern Development.

Designation

In order to be considered for designation, a river must first be determined to have sufficient outstanding qualities. These qualities can be scenic; natural, including significant geographic features, flora and fauna; cultural, such as having played an important role history; or recreational. If it is believed that the river is worthy of designation, then a local or provincial

government submits the river to the national CHR Board, which then considers the merits of the river. In addition to meeting the required physical qualities, it must be proven that there is substantial public support for the nomination of the river.

After a river is approved by the Board, but before it is officially designated, a management plan must be created. This plan must be developed with thorough public participation and consultation. The management plan is formulated on the local level because CHR designation does not have any laws accompanying it, therefore creating sufficient and effective local laws and regulations is the only way to preserve the river. Once a management plan has been formulated, the final step in the designation process is for the Board to review and approve the plan. Designation can be expected to take between three to five years.

Benefits:

There are many benefits to having a river designated under the CHR system, including environmental, economic, management, and community benefits. The main purpose of CHR designation is to recognize and encourage the preservation of specific rivers that have some nationally important or significant quality. Because designation is only granted once an acceptable management plan has been created, it is hoped that designation will provide a substantial level of protection to these important rivers. Beyond the environmental benefits associated with designation, it can be expected that inclusion of a river in the system will also help to attract tourists to the region, with a beneficial boost to the economy. Also on an economic note, designation does not impact property rights along, or associated with, the river. The system of managing CHRs can also make this designation attractive to many communities because of the emphasis placed on local oversight and management of the river. The ability to protect and regulate the river remains in the hands of local governments, with the added benefit of having a cooperative framework of local, provincial, and federal governments to draw upon for guidance and support. Local governments can therefore regulate the river in a way that is best for both the environment and the community.

Challenges:

Although designation as a CHR occurs at the national level, it is not accompanied by federal legal enforcement. This means that protection of the river is the responsibility of local governments and groups. As a result of this, the management of individual rivers may vary significantly, depending upon the decisions made at the local level. Sometimes these decisions

may exclude certain types of uses or developments along the river. Therefore, it is important when creating the management plan that, while every effort is made to protect the river, careful consideration is taken so as to not exclude a potentially beneficial future use or development.

10. Interpretive Forest Sites

Provided for under an amendment to the Forest Act, an interpretive forest site is intended to be a forest preserve where the community can learn about the natural forest ecosystems of British Columbia and best management practices for preserving them. As such, these sites are demonstration forests, and include facilities to “interpret, demonstrate or facilitate the discussion of forest resources.” (Forest Amendment Act, 1992) In addition to being a learning environment, these forests are preserved in as pristine a state as possible, with restrictions on use and resource extraction. Currently there are six interpretive forest sites in British Columbia.

Designation Process

An interpretive forest site may be created by the government on any Crown land not already recognized under another designation. The site is designated by decree of the Minister of Forests and is established following public notification by the Chief Forester in the British Columbia Gazette. If there is private property within the boundaries of the site, or if a current permit for resource extraction exists, then permission must be obtained from the appropriate right holders before the site may be designated.

Once the area of forest has been designated as an interpretive site a management plan must be established within six months. This plan describes the objective of the interpretive site and the goals that will be set. This plan is a legal document that binds the Ministry of Forests to preserve and maintain the site in accordance with the goals and objectives.

Designation can grant protection to a forest site through the implementation of restrictions on certain uses for the site, both recreational and non-recreational. The Ministry of Forests is free to regulate what recreational uses are consistent with the goals and objectives of the site and is free to completely restrict certain uses. More significantly, regulations may be implemented regarding the use of the natural resources within the interpretive site, providing protection from logging or mining, unless exempted under “the *Coal Act*, the *Mineral Tenure Act*, the *Petroleum and Natural Gas Act* or the *Pipeline Act*.” (Forest and Range Practices Act, 2002) This may be done by designating a smaller area within the interpretive site as a resource management zone,

landscape unit, or sensitive area.

Benefits of Interpretive Forest Site Designation

Once a site is designated it does provide several benefits. The most important of these is the protection of the forest itself. Through the implementation of best management practices, an interpretive site should remain a healthy and vibrant ecosystem. The site will also create educational opportunities for the local region, providing a place to learn about how a healthy habitat functions, and to engender an appreciation and respect for the natural world. Finally, a forest site may be used for many different types of recreational activities, though these may be restricted in some instances, that will provide opportunities for local communities and visitors to enjoy open spaces.

Challenges

There are two major challenges for a site to be designated as an interpretive forest site. The first is that the government must take the initiative to designate a portion of forest as an interpretive site. Doing this may require lobbying on the part of private individuals and groups. The second issue, and perhaps more challenging, is that any property owners or resource right holders must agree to the designation. This may be especially challenging in the case of resource rights, where there may be little motivation for an individual or company to agree to a designation that may be used to restrict access to their resources. Additionally, if resource extraction were to continue the area would be much less attractive as an interpretive site. It is therefore important that these issues be considered and addressed to create a useful and attractive site.

11. Canadian Register of Historic Places

The Canadian Register of Historic Places is very similar to the NRHP in the United States. It is meant to encourage the protection and restoration of historic properties throughout the country that are deemed to be significant at the federal, provincial or local level. The register itself is maintained by Parks Canada and currently lists more than 17,000 historic sites across the country. It is one of the tools used by the Historic Places Initiative, a collaboration involving local, provincial, territorial and federal levels of government, established to enable Canadians to

learn about, value, enjoy and conserve the country's historic places.

In order to be designated a site must first be recognized as having historical significance. Once a site has been determined to be sufficiently significant, it is recommended to the local government for inclusion in the local community register. The local government is then required to carry out an evaluation of the site to confirm that it is historically significant. Once a local government determines the site should be included on the community register it may then be nominated by the local government to be included on the national register.

Inclusion on the register does not carry any legal obligations for property owners to preserve the site or provide public access to it. The listing is merely a cataloging system to facilitate the location of historically significant sites across the country. Property owners can also benefit from the inclusion of their site on the list through increased property value and visibility, the latter being especially useful in tourist locations. Grants and other funding sources are available to help preserve and restore listed properties.

The area in and around Dawson City hosts numerous federal-level entries on the CRHP dating from the Klondike Gold Rush era. The Dawson Historical Complex National Historic Site comprises the core of the town itself, and includes 17 individually designated structures and encompassing streetscapes. Other federally listed structures in Dawson include the S.S. Keno National Historic Site, the Old Territorial Administration Building National Historic Site, Third Avenue Hotel Building 14, the Black Residence, and Winaut's Store. CRHP sites outside Dawson include Discovery Claim National Historic Site, Dredge Number 4 National Historic Site, and the Carpenter Shop, Building 6, in the Bear Creek Compound. S.S. Klondike National Historic Site in Whitehorse and the White Pass and Yukon Railway Station in Carcross are also federally listed.

In addition to nationally recognized properties on the CRHP, the Yukon Territorial Government maintains its own registry at the provincial /territorial level. Additional structures in the IKGRT corridor currently listed on the Yukon Register of Historic Places dating from the Klondike era include the Dawson City Telegraph Office and the Yukon Sawmill Office in Dawson City, and the White Pass and Yukon Route Depot and the Donnenworth House in Whitehorse.

Unfortunately, as noted on the YRHP website, historic places in the Yukon continue to disappear at an alarming rate. In Dawson City alone, 191 heritage buildings were lost between 1970 and 2000, representing a 45% loss in just 30 years.

12. *World Heritage*

The World Heritage List includes 851 properties forming part of the cultural and natural heritage which the World Heritage Committee considers as having outstanding universal value. Kluane / Wrangell-St Elias / Glacier Bay / Tatshenshini-Atkasut, jointly administered by the U.S. and Canada, is adjacent to the IKGRT corridor.

The future use of this tool on the Alaskan side of the IKGRT corridor is doubtful. The Alaska State Legislature has adopted a joint resolution condemning the designation of any sites or territory within Alaska as a World Heritage Site or any other type of international designation associated with the United Nations. The legislature is concerned that such designations will be used by foreign interests to meddle in issues of development and land management within the state of Alaska. The legislature seeks the passage of federal law requiring the approval of the US Congress before any site could be considered for international designation.

13. Parks and Reserves

a. Provincial Parks – British Columbia

Provincial Parks in British Columbia are designated under the Park Act, and represent the major designation type for the protection of land and resources in the province. There are hundreds of parks throughout the province of varying sizes, often following linear river corridors. The park system was created to serve a variety of purposes, not the least of which is to provide for recreation and preservation. The park system is also meant to preserve a diversity of habitats and experiences throughout the province. The IKGRT could utilize provincial parks as a tool to create an overall identity for the Canadian portion of the trail by including the parks as destinations and attractions connected by a series of trails. This concept is similar to that of a city trail and parks system, such as the Emerald Necklace in Boston or the trail and parks system of Minneapolis, applied on a regional scale.

Designation: There are two methods by which an area can be designated as a provincial park.

The first is by act of the legislature, the second is by an order-in-council. The major difference between the two methods is related to the ease of making future changes to a park. When a park is designated by act of the legislature then all subsequent changes must be made by amendment of the legislature. This provides the park a measure of protection from being degraded or diminished, but it also can prevent the park from being upgraded and expanded. The process is much more flexible for parks designated by an order-in-council, which can be subsequently altered by another order, without having to obtain legislative approval.

A park can be designated under one of three classes with subtle differences, defined by the act simply as Class A, Class B, or Class C. Class A parks enjoy the highest amount of protection and have been set aside for the “preservation of their natural environments for the inspiration, use and enjoyment of the public” (Park Act, 1996). It is illegal for the government to sell or lease land within the park without issuing a park use permit. Additionally, it is illegal to remove any natural resource from within the park, excepting fish and game, without a use permit. The large majority of parks that are designated are Class A parks. Class C parks offer the same protections granted to Class A parks, but are typically smaller, local parks and are managed by a local park board. Class B parks do not offer as much protection as Class A or C because they permit the harvesting of resources from within the park as long as it is done in an appropriate manner.

Within the structure of park classifications there are a further six categories, under which a park is designated, which describe its use and purpose:

- 1 – to preserve the parks atmosphere, environment, and ecology;
- 2 – to preserve and educating the public regarding “specific features of scientific, historic or scenic nature;”
- 3 – to provide recreational and convenient facilities for travelers;
- 4 – to create recreational opportunities for the local public;
- 5 – to promote specific recreational activities; and
- 6 – a combination of two or more of the above categories.

(Adapted from *Park Act*, R.S.B.C. 1996)

With the exception of a Class B park, typically no type of mining or logging activity may take place on parkland. Obtaining a use permit to extract resources from even a Class B park is

strictly controlled and rarely granted. Further protection can be granted to portions of the park in the form of a nature conservancy, preventing any form of incursion from roads so as to preserve the area in its natural state.

Benefits: Parks play an important role in local communities and regions and their value should not be underestimated. Although park designation may not be the simplest task, the rewards can be substantial. Parks and green space are known to increase property values and standard of living in the communities they are near. Provincial parks, especially the larger Class A parks, also play an important role in habitat improvement and conservation.

Parks are also an important tourist destination, especially larger parks, or parks that include especially significant scenic, natural, or cultural values. Parks also generate an economic impact in and of themselves through their operating budgets and employees. A park supports local jobs, generates tax revenues for the community through multiplier effects, and injects capital into local markets. The combination of economic, environmental, and recreational benefits make provincial parks very attractive options for areas looking to conserve their resources and profit from them at the same time.

Challenges: Provincial parks offer an excellent opportunity to create places that will provide for the recreational needs of locals residents and tourists, while at the same time managing the site in an environmentally friendly way. However, a major challenge of these parks lies in the designation structure, specifically with the two separate approaches to designation. Each approach has its pros and cons which essentially mirror each other. Parks designated by the legislature are both protected and hindered by the political wrangling that must take place to change any characteristics of their designation. Parks established by order-in-Council, on the other hand, can be changed without public input or participation and these changes can happen quite fluidly and rapidly. While this means that a park may be added to or adjusted to better fulfill its purpose, it also means that a park can be diminished, or even eliminated, with little prior notice and little opportunity for the public to influence the decision.

Atlin Provincial Park is particularly germane to this discussion given its proximity to the IKGRT corridor, and because of its historic link to the Klondike rush.

As the hordes of prospectors poured into Alaska and the Yukon during 1898, many prospectors

who became weary of travel to the Yukon were lured aside to discoveries that were easier to reach. The gold rush into the Atlin Lake country in 1898 and was one of the richest offshoots of the Klondike rush. By the end of the mining season of 1899 about 5000 people flocked to the region, and Atlin was a busy and important town.

b. Recreation Areas – British Columbia

Recreation areas were created by the Park Act as a lesser designation providing some measure of protection but still allowing for exploration and development of mineral resources. One of the reasons these areas were conceived was to provide a window of opportunity for exploration, in order to assess available mineral resources, before moving to designation as a provincial park. If significant resources were discovered, then the recreation area would most likely not upgrade to a provincial park.

Although in many instances this may have been the original intent of recreation areas, the reality is that this window of opportunity has never properly been applied, and it appears that sites designated as recreation areas simply retain that designation regardless of discovered resources. There are currently only eleven recreation areas in British Columbia. Recreation area designation can still be used to create a balance between environmental protection and access to resources, but beyond this scope there are other designations that provide a better framework for protection and development of most sites, such as the provincial park.

See Also: *Park Act, Mineral Tenure Act 1996, c.292, s.23.*

c. Yukon Territorial Parks

The Parks and Land Certainty Act was passed by the Yukon Legislative Assembly in 2001. The purpose of the Act was to establish territorial parks:

- to implement obligations under settlement agreements;
- to provide for the protection and management of representative areas of territorial significance and other special places in the Yukon;
- to provide recreational opportunities for Yukoners and visitors; and
- to encourage public understanding, appreciation and enjoyment of the Yukon's

natural environment as a legacy for future generations.¹⁴⁴

Only four territorial parks have been designated in the Yukon to date, and of those, Tombstone Territorial Park northeast of Dawson City is the only one close to or with the IKGRT corridor. As is the case with provincial parks in B.C., Yukon Territorial Parks have the potential to follow linear river corridors and thus become a part of the IKGRT.

¹⁴⁴ <http://environmentyukon.gov.yk.ca/parksconservation/parkslandcertaintyact.php>

THE
INTERNATIONAL KLONDIKE
GOLD RUSH TRAIL

Appendix C

ISL Crowley



The Creation of a Circle Tour: A Case Study of the International Selkirk Loop

Richard Crowley, BTM
Tourism Research Innovation Project
Malaspina University-College

*“It has its own life now, I had a dream and they brought it to reality”
US Forest District Ranger Fred Gonzalez, originator of ISL*

Introduction:

Circle tours are becoming an important promotional tool to create awareness of communities and regions in British Columbia and Canada. Tours like the Native Heritage Tour or Pacific Marine Circle Tour as examples (Shangaan Webservices Inc., 2006). What they do is bring more travellers to the regions; groups of bikers, motorized and non, families and retired people in RV's, and those that have a specific amount of time to spend on their vacation. You can typically spend 3 to 14 days exploring a region where the distance is calculated for you, the accommodations are linked in, food alternatives are offered, and of course the attractions are highlighted for you to discover. According to Anne Hardy, in her Case Study *Understanding Self Drive Tourism*, self drive tourism is a “significant market sector within [...] North America.”

A Circle Tour is purposeful because it links communities together and presents them as one entity, diverse in nature but all working towards the same goal; more visitors enjoying what each community has to offer and increasing the revenue potential and providing sustainability. Perform an internet search and you will see that they come in many forms of travel; trains, bikes, and automobiles, so they can fit everybody's capabilities and budget.

The aim of this paper is to describe the process of how the International Selkirk Loop (ISL) was created and what it has achieved. We will also introduce the main champions involved in its development.

Background:

The International Selkirk Loop has been a circle tour for eight years now and it is operated by International Selkirk Loop, Inc, a not for profit corporation formed in 1999. The drive is a total of 450 km (280 mi) which lets you explore two countries, Canada and the United States of America (US), and loops through two states, Washington and Idaho, and one province, British Columbia. It encompasses many communities, lakes, rivers, has the longest free ferry ride in the world, and circles the majestic Selkirk Mountains. An interesting point of history about the Selkirk Mountains is that they derive their name from the Fifth Earl of Selkirk, Thomas Douglas (1771-1820), and because this range provides such a visual background it was only fitting to name the route after them.

The US has a National Scenic Byway's program in which certain designated roadways are recognized as a special attraction and a suggested route of travel. The program awards certain routes with distinction and in 2005 the ISL was included as one of 127 National Scenic Byways and bestowed an All-American Road, the highest honour to achieve. This has helped it become more of a destination and influence membership; to date there are 65 communities and 360 members throughout the loop and it is “North America's first and only International Scenic Byway” (The International Selkirk Loop,

2007).

“Roads no longer merely lead to places; they are places.”

John Brinckerhoff Jackson

Research Methods:

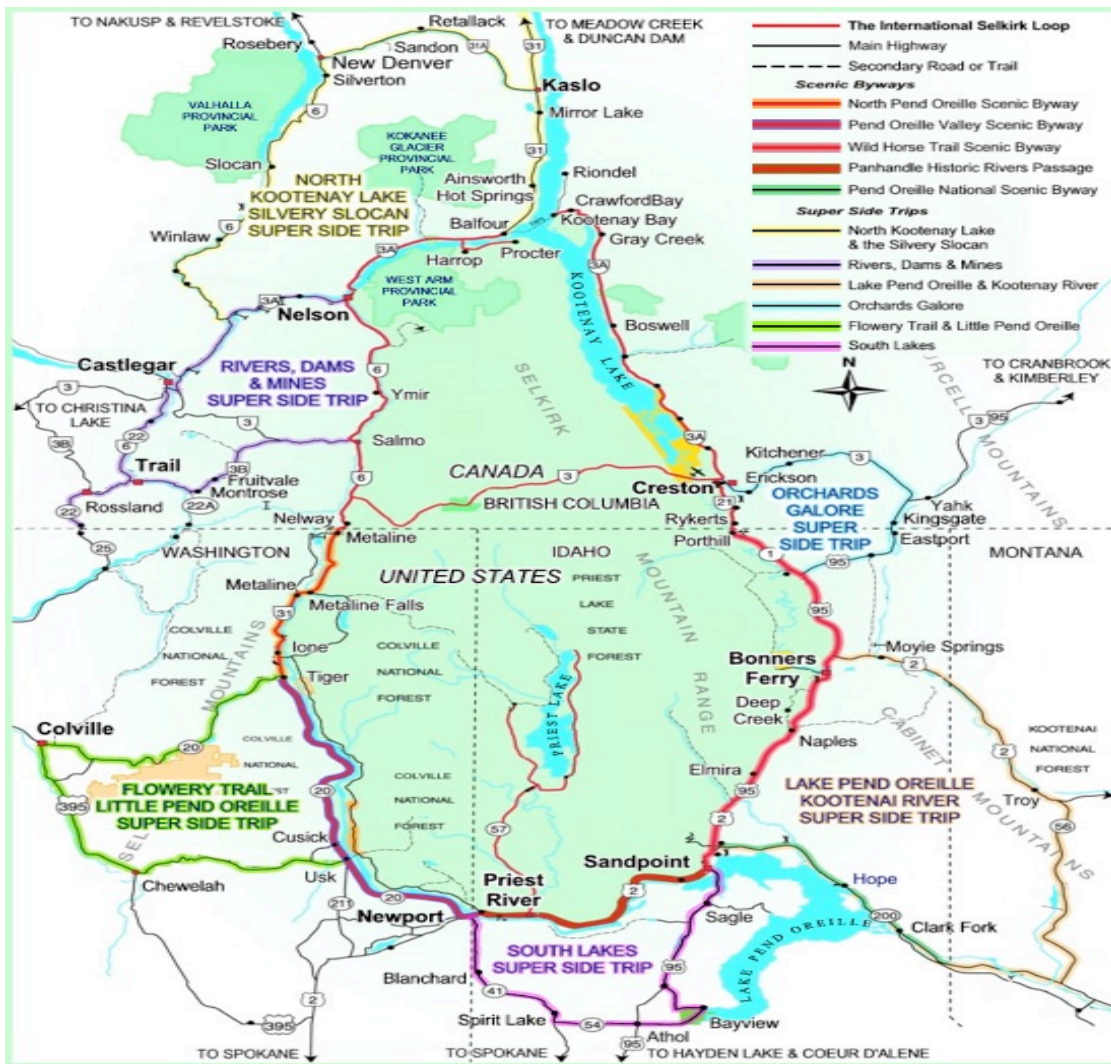
Interviews with key members of the ISL and communities throughout the region were conducted between June 8th and July 19th, 2007. Meetings were held at the head offices on both sides of the border, Creston in Canada and Bonners Ferry in the United States and by phone to California. The interviewees were Michael Rowland, Canadian Operations Director, Carol Graham, US Operations Director, and Fred Gonzalez, US Forests District Ranger. Other interviewees were tourism operators along the main route in Canada, on the east side of Kootenay Lake from Creston north to Kaslo and on the west side, Kaslo south to Salmo, Creston, and down to Bonners Ferry, Idaho.

Discussion: From concept to development

Sometimes a good idea is built upon other good ideas and that is the case for the motivation of the International Selkirk Loop. The concept of the loop was inspired by a gentleman named Fred Gonzalez. Mr. Gonzalez was a US Forest District Ranger in Washington in the mid-90's and a member of the Economic Development Council of Pend Oreille County, Washington. He had a good friend named Larry Swan, who was a consultant with the US Forest Service and an entrepreneur; at the time Larry was working in the southeast Oregon and northern California areas.

In the course of his time spent travelling on the road, Larry had come to realize that if one was to examine a large geographical area, and then define its assets, the area could prosper economically. They could generate more visitor traffic through regional collaboration and promotion of festivals, events, and intrinsic values, amongst the many communities. Fred had been witnessing a downturn in economic activity due to the decline of the resource industry and wanted to reverse the trend of people leaving. He saw a natural roadway in the loop and thought a similar approach of regional thinking could be incorporated to benefit the region he was working in. Especially, if they focused on their visible strengths, cycling and heritage, so he borrowed the idea from Larry and shared it with his cohorts on the economic development council.

The natural roadway he saw flowed north on Highway 1 from Bonners Ferry, Idaho across the border linking with Highway 21 through to Creston, BC. Then up to Kootenay Bay on Highway 3A, across Kootenay Lake on the free ferry and then south on Highway 3A through Nelson, connecting to Highway 6 crossing the border at Nelway. The route proceeded into Washington State onto Highway 31 eventually connecting with Highway 20 in Tiger, Wash, and then on to Highway 2 in Newport and back up to Bonners Ferry. The route also circled the Selkirk Mountain range, hence the name, which was a natural fit for both countries.



The state of Washington's Economic Development Council heard about the idea and became very interested but they wanted to learn more, so they invited Mr. Gonzalez to a symposium at Central Washington University in Ellensburg, Washington. The facilitators of the symposium were exploring the economic issues of their regions and decided to spend some time exploring and examining the resources and assets of the ISL's prospective route. What they found was a potential to stimulate the economy through visitor traffic if there was a focus on the region as a whole and by highlighting all the individual assets the communities had. They also heard the passion and genuine concern from Mr. Gonzalez about the people and communities struggles for survival and sustainability. The council decided to offer guidance and assistance with ideas for marketing and promotion, and connecting with multiple stakeholders.

The idea of the loop was now being generated and passed around interested parties throughout the region. Tourism operators, business people, town councils and chambers of commerce were expressing support, so in August of 1998, papers were filed with the local and regional governing bodies to incorporate the loop and make it official. In June of 1999, the Board of Directors was formed from interested stakeholders around the loop, which included representatives from the US and Canada. Currently, there are 15 board members, nine American and six Canadian. Although the original idea generated in Washington, British Columbia was part of the concept right from the start; as Mr. Gonzalez stated, "Canada knew what tourism was all about and if you wanted to attract the Asian

and European markets you had to go bigger and better.”

In order to get things started the board of directors adopted bylaws from other organizations; this helped establish the first guidelines and codes of conduct that the ISL would operate under. They received some seed money from the US Forest Service and set out to find and hire an executive director. Soon after, Jan Griffiths was hired as the first Executive Director. The first task they collaborated on was the creation and publication of the first International Selkirk Loop brochure and rack card.

Jan Griffiths then hit the road to sell the ISL concept to potential stakeholders; first town councils and chambers of commerce and then to individual operators, on both sides of the border. She performed over 100 presentations and solicited a small number of memberships; the buy-in was slow to start because people were afraid to lose their identities. This feeling slowly subsided, as the value of a regional focus providing more of a destination to travellers became apparent, membership eventually grew to 304 participants. The membership was spread out through 65 communities. By the end of 1999 the loop was taking shape and the marketing started more formally in Idaho, Washington, and BC.

The memberships helped pay for the road trips and initial expenses, establish a toll free number, design an ISL logo and launch a web site. The web site really helped the loop take off. 2000 saw the first printing of the travel guides funded totally through the sale of advertisements; and the sense of community started to grow which helped ease the sense of anxiety when crossing the borders. Even the Border Patrol supported the idea and started to see an increase in traffic; they recognized its value to tourism and cross border relationships. The loop was starting to create a regional sense of belonging, a sharing of information, and a deeper sense of trust—business helping business.

Sunset magazine did a feature story on the ISL in 2001 and named the loop as “The West’s Best New Scenic Drive”, which seemed to legitimize all the hard work that everyone had been doing. The US Forest Service awarded them the Rural Community Assistance Action Award—for fostering economic diversification, educating tourists and residents, and inspiring the conservation of natural resources and cultural identity. In 2001, Jan Griffiths decided it was time to step down from the executive director position, which prompted the board to reshape the managerial functions and expand the office staff.

A grant worth \$80,000 from the US Department of Commerce allowed them to hire a US Operations Director, assistant, and bookkeeper as well as a Canadian Operations Director. Carol Graham came aboard as the US Operations Director and Peggy Aitken was hired as the Canadian Operations Director; there was even enough grant money to create a fold-out map, decal, and metal sign for members. The metal sign was created as a marketing tool and optional for members that wanted to purchase this 18 inch x 24 inch one or two sided sign to hang perpendicular with their business sign. Peggy Aitken stayed only one year in the position and for the next four years extensive fund raising was done, primarily on the part of board president Michael Rowland, to provide a salary for another operations director in Canada.

While this was happening, in 2002, an article in Thunder Press targeted at Harley Davidson riders was released; this was a timely development because the loop was starting to attract more motorcycle traffic. Travellers who use this mode of transportation enjoyed the twisting and weaving roadway and accessibility to pullouts and viewscapes. Another significant event was when Kootenay Rockies

Tourism permanently added the ISL to their map of circle tours, starting in 2003. These two events certainly helped legitimize the circle tour and help it become more recognizable.

The biggest and most satisfying accomplishment was the creation and development of the ISL's Corridor Management Plan. Carol Graham spent more than a year working with a consulting company, and many individuals and organizations offered their guidance, vision, and suggestions to help build the Corridor Management Plan 2005. The primary goal was to achieve All-American Road designation. The hard work paid off because the ISL received the highest accolade they could in 2005; the National Scenic Byway Designation with All-American Road status, which makes them one of 27 premier roadways in the United States and the only one that is International with the route flowing through two countries.

In 2006, Michael Rowland took on the position of Canadian Operations Director, interim only, until a full time director could be found. The board has recently filled this position by hiring Janice Cooper as the new Canadian Operations Director, while Carol Graham has become the Loop's Executive Director. The communities now number 65 and there are 360 paid members. The increase in visitor activity has prompted the board of directors, all of whom have businesses or other tourism related jobs, to initiate monthly conference calls and quarterly face-to-face meetings with guest speakers.

Other Successes:

Obviously the greatest achievement that the ISL garnered is becoming a National Scenic Byway with All-American Road status, but before that honour there were significant other highlights and accomplishments. These all helped to provide credibility and established the ISL as a one-of-a-kind circle tour. Not to be overlooked is the fact that the corporation became financially sustainable in just five years, due in large part to community buy-in, which led to great customer service and increased visitor traffic.

Numerous articles that featured the loop were published in many regional newspapers and magazines like *Northwest Travel Magazine* and *Inland Northwest Homes & Lifestyles – Journal of Business*. They were also promoted in 150 television commercials that reached over three million households in Washington, Idaho, Montana, and British Columbia. Representatives from the corporation attended many travel and trade shows in other states and provinces, which included the Tri-State Pavilion at the 2002 Winter Olympics in Salt Lake City. Their success so impressed people that they were asked to facilitate a regional tourism development workshop, at the Conference of Recreation and Tourism, sponsored by the Governor of Idaho.

There were two promotional products that were enjoyable to create and increased the visibility of the loop; the first was the *International Favourites Cookbook*, a compilation of the best recipes collected from members of the ISL, Inc. The second was the installation of 30 ISL signs throughout the entire loop, which helped guide travellers and ensure that they were safe and secure and on the right road.

The Kootenay Rockies Tourism Circle Tour Map is now being published in German and the loop produces their fold-out map and guide every year. There have been many free advertisements and stories over the years and the loop has been added to many visitor guides as well. National Geographic has produced their "Guide to Scenic Highways & Byways – The 275 Best Drives in the US and has included the ISL in their recently released third edition.

Rand McNally has selected the ISL to be one of their "Best of the Roads" featured drives for all of their US & Canadian 2009 Road Atlases. Only five drives are featured each year. *MotorHome Magazine* just did a six page article on the Loop in their October 2007 issue. The automaker Acura did a feature article on the Loop in their summer 2006 magazine *Acura Style*. When all is said and done the real attraction to the ISL is the backdrop: Lakes, Mountains, Wildlife and of course the people.

Final Thoughts:

The International Selkirk Loop has allowed Tourism and other business operators and of course communities, to enhance their cultural identity, showcase their uniqueness, and keep their sense of place. A wonderful side effect has been its popularity with families, but travellers of all types are realizing that circle tours can offer many amenities and attractions and appeal to all demographics; the actual average age of the loop traveller is 55.

There is a new intensity of tourism in the region now and local business people are more knowledgeable about other tourism destinations around the loop and the communities in their region. Crossing the border has become more comfortable and has definitely increased. The best thing is as Fred Gonzalez stated, "businesses that were running on nickels and dimes before, now run on quarters and dollars."

References

The International Selkirk Loop. (2007). *International Selkirk Loop Overview*. Retrieved July 20, 2007 from http://www.selkirkloop.org/isl_contactus.htm

Shangaan Webservices Inc. (2006). *Circle Tours in British Columbia*. Retrieved July 16, 2007 from <http://www.britishcolumbia.com/attractions/?id=48>

THE
INTERNATIONAL KLONDIKE
GOLD RUSH TRAIL

Appendix D

ISL Bylaws



**BY LAWS
OF
THE INTERNATIONAL SELKIRK LOOP
MISSION STATEMENT**

Revised

Amended 3/18/06

Amended 6/23/07

Mission Statement

Our mission is to support well-planned, sustainable, economic development, through increased recreational activity, in the communities around the International Selkirk Loop, while at the same time preserving the local historical and social integrity and the diverse, natural areas that exist in and around these communities.

Vision Statement

Our vision is one of prosperous, vibrant and growing communities around the International Selkirk Loop with beautiful, natural areas for the enjoyment of the local residents and visitors alike.

Objectives

1. To promote and market unique experiences throughout the International Selkirk Loop thereby creating economic opportunities for the communities and businesses around the Loop.
2. To create awareness of the geological, cultural, historical, and natural recreational opportunities for visitors to the Loop.
3. To support the growth and enhance the sustainability of the economics for our member businesses through marketing programs focused on local, regional, national, and global markets.
4. To promote responsible conservation of our lakes, rivers and streams; our wildlife; and our beautiful natural areas, ensuring that future generations have the opportunity to enjoy these valuable assets.
5. To enhance working relationships among components of local communities, states, provinces and countries working together towards a common goal – improved economic prosperity for the communities in and around the Loop and the conservation of our natural assets.

ARTICLE 1. OFFICES

The principal office of the Corporation shall be located at its principal place of business or such other place as the Board of Directors (“Board”) may designate. The Corporation may have such other offices as the Board may designate or as the business of the Corporation may require from time to time

ARTICLE 2. MEMBERSHIP

2.1 Classes of Members

The Corporation shall initially have one class of members. Additional classes of members, the manner of election or appointment of each class of members, and the qualifications and rights of each class of members may be established by amendment to these Bylaws

2.2 Qualifications for Membership

To become a member, an individual or organization shall apply for membership and pay yearly dues as set by the Board. To maintain membership privileges, members shall adhere to acceptable business standards, ethics and codes, as set forth by Federal, State, Province or Local ordinance, member shall be held accountable for use of membership in a responsible manner. Irresponsible or wrongful use for non-Loop purposes or that which may reflect negatively on the International Selkirk Loop, may be subject to disciplinary action by the Corporation, as follows: 1) reprimand to cease and desist activity; 2) Membership will be revoked if member does not comply with first notice; 3) Further non-compliance may result in legal action.

2.3 Voting Rights

2.3.1. Each individual member or designated person within a business or organization is entitled to vote with respect to the election of Board of Directors

2.3.2. Each member entitled to vote in attendance at an election of the Board of Directors may cast one (1) vote for each vacant seat. Election of Directors shall be conducted by written ballot and the voting member shall not be identified on said ballot. The Chairperson shall, prior to the vote, appoint a committee of three (3) members who shall act as ‘Inspectors of Election’ and who, at the conclusion of the balloting, shall certify in writing to the Chairperson, the result of the balloting. The certified copy of the results shall be placed in the minute book of the Corporation. No ‘Inspector of Election’ may be a candidate for office.

2.4 Annual Meeting

The annual meeting of the members shall be held once a year for the purpose of electing Directors and transacting such other business as may properly come before the meeting.

2.5 Special Meetings

The President, the Board, or not less than 20 members in good standing may call special meetings of the members for any purpose.

2.6 Place of Meetings

All meetings of members shall be held at such place designated by the President, the Board, by the members entitled to call a meeting of the members, or by waiver of notice signed by all members entitled to vote at the meeting.

2.7 Notice of Meetings

The President, the Secretary or the Board shall cause to be delivered to each member entitled to vote at the meeting, either personally or by mail, fax, or e-mail, not less than ten nor more than 30 days before the meeting, written notice stating the place, date and time of the meeting and, in the case of a special meeting, the purpose or purposes for which the meeting is called. At any time, upon the written request of not less than 10% of the members entitled to vote at the meeting, it shall be the duty of the Secretary to give notice of a special meeting of members to be held at such date, time and place as the Secretary may fix, not less than ten nor more than thirty-five days after receipt of such written request, and if the Secretary shall neglect or refuse to issue such notice, the person or persons making the request may do so and may fix the date, time and place for such meeting. If such notice is mailed, it shall be deemed delivered when deposited in the official government mail properly addressed to the member at his or

her address as it appears on the records of the Corporation with postage thereon prepaid.

2.8 Waiver of Notice

Whenever any notice is required to be given to any member under the provisions of these Bylaws, the Articles of Incorporation or applicable State or Provincial law, a waiver thereof in writing, signed by the person or persons entitled to such notice, whether before or after the time stated therein, shall be deemed equivalent to the giving of such notice.

2.9 Quorum

Twenty (20) members of the Corporation entitled to vote, represented in person, shall constitute a quorum at a meeting of the members. If less than a quorum of the members entitled to vote is represented at a meeting, a majority of the members so represented may adjourn the meeting from time to time without further notice.

2.10 Manner of Acting

The vote of a majority of the votes entitled to be cast by the members represented in person or by proxy at a meeting at which a quorum is present shall be necessary for the adoption of any matter voted upon by the members, unless a greater proportion is required by applicable State and/or Provincial law, the Articles of Incorporation or these Bylaws.

2.12 Meetings by Telephone

Members of the corporation may participate in a meeting of members by means of a conference telephone or similar communications equipment by means of which all persons participating in the meeting can hear each other at the same time. Participation by such means shall constitute presence in person at a meeting.

2.3.2. Each member entitled to vote at an election of the Board of Directors may cast one (1) vote for each vacant seat. Election of Directors shall be conducted by written ballot and the voting member shall not be identified on said ballot. The Chairperson shall, prior to the vote, appoint a committee of three (3) members who shall act as ‘Inspectors of Election’ and who, at the conclusion of the balloting, shall certify in writing to the Chairperson, the result of the balloting. The certified copy of the results shall be placed in the minute book of the Corporation. No “Inspector of Election” may be a candidate for office. (Adopted 7/23/07)

2.3.3. Any voting member not in attendance at the meeting for election of Directors may cast one (1) vote for each vacant seat by absentee ballot, which shall be sealed in an envelope and mailed to the business office of the Corporation prior to the annual meeting. Absentee ballots will be accepted through the last business day prior to the date of election, and will be placed unopened in the ballot box for certification at the conclusion of balloting. (Adopted 7/23/07)

ARTICLE 3. BOARD OF DIRECTORS

3.1 General Powers

The affairs of the Corporation shall be managed by the Board of Directors.

3.2 Number

The Board shall consist of not less than 5 or more than 15 Directors, The specific number to be set by resolution of the Board. The number of Directors may be changed from time to time by amendment to these Bylaws, provided that no decrease in the number shall have the effect of shortening the term of any incumbent Director.

3.3 Qualifications

Directors shall be members of the Corporation in good standing. The Directors will represent the geographical diversity of the International Selkirk Loop. Any Director missing three (3) or more consecutive meetings may do so with prior approval of the Board of Directors or without approval is subject to removal by unanimous vote of the Board of Directors at which time a replacement may be designated by a majority vote of the Board of Directors or may be postponed until a later meeting.

3.3.1 All Board Members shall maintain electronic communication capabilities.

3.4 Election of Directors

3.4.1 Initial Directors

The initial Directors named in the Articles of Incorporation shall serve until the first annual meeting of members.

3.4.2 Successor Directors

Successor Directors shall be elected each year at the annual meeting of members.

3.4.3 Director Representation of Districts

Election of Directors shall be representative of the voting membership in British Columbia, Washington, and Idaho.

3.5 Term of Office

Directors shall serve a two year term, unless he or she dies, resigns or is removed, at which time the designated replacement shall hold office until the term is served. Incumbent Directors may run for re-election.

3.6 Elections of Officers

The meeting of the Board shall be held without notice immediately following and at the same place as the annual meeting of members for the purposes of electing officers.

3.7 Regular Meetings

By resolution, the Board may specify the date, time and place for the holding of regular meetings without other notice than such resolution. Cancellation of a meeting shall be approved by the Board at the meeting prior to that date.

3.8 Special Meetings

Special meetings of the Board or any committee designated and appointed by the Board may be called by or at the written request of the President or any two Directors, or, in the case of a committee meeting, by the chairman of the committee. The person or persons authorized to call special meetings may designate any place for holding any special Board or committee meeting called by them.

3.9 Place of Meetings

All meetings shall be held at such place designated by the Board, by any persons entitled to call a meeting, or by a waiver of notice signed by all Directors.

3.10 Notice of Special Meetings

Notice of special Board or committee meetings shall be given to a Director in writing or by phone, fax or e-mail or by personal communication with the Director as appropriate before the meeting. Notices in writing may be delivered or mailed to the Director at his or her address shown on the records of the Corporation. Neither the business to be transacted at, nor the purpose of any special meeting need be specified in the notice of such meeting. If notice is delivered by mail, the notice shall be deemed effective when deposited in the official government mail properly addressed with postage thereon prepaid.

3.11 Waiver of Notice

3.11.1 in Writing

Whenever any notice is required to be given to any Director under the provisions of these Bylaws, the Articles of Incorporation or applicable State or Provincial law, a waiver thereof in writing, signed by the person or persons entitled to such notice, whether before or after the time stated therein, shall be deemed equivalent to the giving of such notice..

3.11.2 by Attendance

The attendance of a Director at a meeting shall constitute a waiver of notice of such meeting, except where a Director attends a meeting for the express purpose of objecting to the transaction of any business because the meeting is not lawfully called or convened.

3.13 Quorum

When a majority of the number of Directors fixed by or in the manner provided by these Bylaws are present, shall constitute a quorum for the transaction of business at any Board meeting. If a quorum is not present at a meeting, the Directors present may continue the meeting, but may not vote nor act on major issues (business) until a future meeting of the BOD.(Quorum, major issues, business, etc., will be addressed in a definition section at a later date)

3.14 Manner of Acting

The act of the majority of the Directors present at a meeting at which there is a quorum shall be the act of the Board, unless the vote of a greater number is required by these Bylaws, the Articles of Incorporation or applicable State or Provincial law.

3.15 Presumption of Assent

A Director of the Corporation present at a Board meeting at which action on an corporate matter is taken shall be presumed to have assented to the action taken unless his or her dissent or abstention is

entered in the minutes of the meeting, or unless such Director files a written dissent or abstention to such action with the person acting as secretary of the meeting before the adjournment thereof, or forwards immediately after the adjournment of the meeting. Such right to dissent or abstention shall not apply to a Director who voted in favor of such action

3.16 Action by Board without a Meeting (adopted 3/18/05)

Any action, which could be taken at a meeting of the Board, may be taken without a meeting if a written consent setting forth the action so taken is voted by each of the Directors via email. Such written consents will be copied, each of which shall be deemed an original and all of which, taken together, shall constitute one and the same document. Any such written consent shall be inserted in the minute book as if it were the minutes of a Board meeting. A request for a vote shall be put forth by the Board President (US); the motion shall be made by the CA Vice President and seconded by the US Vice President or another officer in his or her absence (CA President would reverse order of action). The motion will then go to the entire BOD for voting on. Result will be tabulated and the BOD will be notified.

3.17 Resignation

Any Director may resign at any time by delivering written notice to the President or the Secretary at the registered office of the corporation, or by giving oral or written notice at any meeting of the Directors, any such resignation shall take effect at the time specified therein, or if the time is not specified, upon delivery thereof and, unless otherwise specified therein, the acceptance of such resignation shall not be necessary to make it effective.

3.18 Removal

At a meeting of members called expressly for that purpose, one or more Directors including the entire Board may be removed from office, with or without cause, by two thirds of the votes cast by members entitled to vote on the election of Directors represented in person at which a quorum is present.

3.19 Vacancies

A vacancy in the position of Director may be filled by the affirmative vote of a majority of the remaining Directors though less than a quorum of the Board. A Director who fills a vacancy shall serve for the unexpired term of his or her predecessor in office.

3.20 Board Committees

3.20.1 Standing or Temporary Committees

The Board, by resolution adopted by a majority of the Directors in office, may designate and appoint one or more standing or temporary committees, each of which shall consist of one or more members. The designation and appointment of any such committee and the delegation a committee thereto of authority shall not operate to relieve the Board or any individual Director of any responsibility imposed upon it, him or her by law.

3.20.1a Executive Committees (adopted 3/18/05)

This committee shall consist of the Board President, Canadian Vice President, US Vice President, Secretary and Treasurer. The function of this committee shall be to review and make recommendations to the Board of Directors on issues that may come before them.

3.20.2 Quorum; Manner of Acting

A majority of the number of members composing any committee shall constitute a quorum, and the act

of a majority of the members of a committee present at a meeting at which a quorum is present shall be the act of the committee.

3.20.3 Resignation

Any member of any committee may resign at any time by delivering written notice thereof to the President, the Secretary or the chairperson of such committee, or by giving oral or written notice at any meeting of such committee. Any such resignation shall take effect at the time specified therein, or if the time is not specified, upon delivery thereof and, unless otherwise specified therein, the acceptance of such resignation shall not be necessary to make it effective.

3.20.4 Removal of a Committee Member

The Board, by resolution adopted by a majority of the Directors in office, may remove from office any member of any committee elected or appointed by it.

3.21 Compensation

The Directors shall receive no compensation for their services but may receive reimbursement for expenditures incurred on behalf of the Corporation when approved by the BOD in advance of expenditure.

3.4.2 Successor Directors (adopted 7/23/07)

Successor Directors shall be elected each year at the annual meeting of members.

3.4.3 Director Representation of Districts (adopted 7/23/07)

Election of Directors shall be representative of the voting membership in British Columbia, Washington, and Idaho. When adequate numbers of qualified candidates are available, Districts will have elected seats to Directorship as follows: British Columbia 6 Directors; Washington — 4 Directors; Idaho — 4 Directors; Director at Large — 1. If seats cannot be filled within designated Districts for representation, the Board of Directors may, at its option, re-designate vacant seats to other Districts for representation until the next annual meeting, at which time the position would be opened to candidates from the appropriate District.

3.5 Term of Office (adopted 7/23/07)

Directors shall serve a two year term, unless he or she dies, resigns or is removed, at which time the designated replacement shall hold office until the term is served. Incumbent Directors may run for re-election. By Resolution, the Board of Directors may adopt a one-year term for one half of the newly elected Board members for the purpose of staggering the expiration of terms. All subsequent terms will be for a two year period as set out above.

ARTICLE 4. OFFICERS

4.1 Number and Qualifications

The officers of the Corporation shall be a President, two Vice Presidents (one representing the US and one representing British Columbia), a Secretary and a Treasurer, each of whom shall be elected by the Board for a term of one year. Other officers and assistant officers may be elected or appointed by the Board, such officers and assistant officers to hold office for such period, have such authority and perform such duties as are provided in these Bylaws or as may be provided by resolution of the Board.

Any officer may be assigned by the Board any additional title that the Board deems appropriate. Any two or more offices may be held by the same person, except the offices of President and Secretary.

4.2 Election and Term of Office

The officers of the Corporation shall be elected each year by the Board at the annual meeting of the Board. Unless an officer dies, resigns or is removed from office, he or she shall hold office until the next annual meeting of the Board or until his or her successor is elected.

4.3 Resignation

Any officer may resign at any time by delivering written notice to the President, a Vice President, the Secretary or the Board, or by giving oral or written notice at any meeting of the Board. Any such resignation shall take effect at the time specified therein, or if the time is not specified, upon delivery thereof and, unless otherwise specified therein, the acceptance of such resignation shall not be necessary to make it effective.

4.4 Removal

Any officer or agent elected or appointed by the Board may be removed from office by the Board whenever in its judgment the best interests of the Corporation would be served thereby, but such removal shall be without prejudice to the contract rights, if any, of the person so removed.

4.5 Vacancies

A vacancy in any office created by the death, resignation, removal, disqualification, creation of a new office or any other cause may be filled by the Board for the unexpired portion of the term or for a new term established by the Board.

4.6 President

The President shall be the chief executive officer of the Corporation and, subject to the Board's direction, shall supervise and control all of the assets, business and affairs of the Corporation. The President shall preside over meetings of the members and the Board. The President may sign deeds, mortgages, bonds, contracts, or other instruments, except the signing and execution thereof have been expressly delegated by the Board or by these Bylaws to some other officer or agent of the Corporation or are required by law to be otherwise signed or executed by some other officer or in some other manner. In general, the President shall perform all duties incident to the office of President and such other duties as are assigned to him or her by the Board from time to time.

4.7 Vice Presidents

In the event of the death of the President or his or her inability to act, the Vice President (or if there is more than one Vice President, the Vice President who was designated by the Board as the successor to the President, or if no Vice President is so designated, the Vice President whose name first appears in the Board resolution electing officers) shall perform the duties of the President, except as may be limited by resolution of the Board, with all the powers of and subject to all the restrictions upon the President. Vice Presidents shall have, to the extent authorized by the President or the Board, the same powers as the President to sign deeds, mortgages, bonds, contracts or other instruments. Vice Presidents shall perform such other duties as from time to time may be assigned to them by the President or the Board.

4.8 Secretary

The Secretary shall: (a) keep the minutes of meetings of the members and the Board, and minutes which may be maintained by committees of the Board, (b) see that all notices are duly given in accordance with the provisions of these Bylaws or as required by law; (c) be custodian of the corporate

records of the Corporation; (d) keep records of the post office address and class, if applicable, of each member and Director and of the name and post office address of each officer; (e) sign with the President, or other officer authorized by the President or the Board, deeds, mortgages, bonds, contracts, or other instruments; and (f) in general perform all duties incident to the office of Secretary and such other duties as from time to time may be assigned to him or her by the President of the Board.

4.9 Treasurer

If requested by the Board, the Treasurer shall give a bond for the faithful discharge of his or her duties in such amount and with such surety or sureties as the Board may determine. The Treasurer shall have charge and custody of and be responsible for all funds and securities of the Corporation; receive and give receipts for moneys due and payable to the Corporation from any source whatsoever, and deposit all such moneys in the name of the Corporation in banks, trust companies or other depositories selected in accordance with the provisions of these Bylaws, and in general perform all of the duties incident to the office of Treasurer and such other duties as from time to time may be assigned to him or her by the President or the Board

4.10 Salaries

The salaries of the officers and agents shall be as fixed from time to time by the Board or by any person or persons whom the Board has delegated such authority. No officer shall be prevented from receiving a salary by reason of the fact that he or she is a Director of the Corporation

No Board member shall be compensated for service on the Board of Directors.

Change to this may be made at a subsequent Board meeting. (adopted 3/18/05)

ARTICLE 5. ADMINISTRATIVE PROVISIONS

5.1 Books and Records

The Corporation shall keep at its principal or registered office copies of its current Articles of Incorporation and Bylaws: correct and adequate records of accounts and finances; minutes of the proceedings of its members and Board, and any minutes which may be maintained by Committees of the Board; records of the name and address and class, if applicable, of each member and Director and of the name and post office address of each officer; and such other records as may be necessary or advisable. All books and records of the Corporation shall be open at any reasonable time to inspection by any member of three months standing or to a representative of more than five percent of the membership.

5.2 Accounting Year (adopted 7/23/07)

Accounting year to now be a fiscal year starting July 1 to June 30th, replacing the Calendar Year.

5.3 Rules of Procedure

The rules of procedure at meetings of the Board and committees of the Board shall be rules contained in Roberts' Rules of Order on Parliamentary Procedure, newly revised, so far as applicable and when not inconsistent with these Bylaws, the Articles of Incorporation or an resolution of the Board.

ARTICLE 6. AMENDMENTS

These Bylaws may be altered, amended or repealed and new Bylaws may be adopted by the vote of a

majority or the number of Directors fixed by or in the manner provided by these Bylaws.

The foregoing Bylaws were originally adopted by the Board of Directors on November 17, 1998
Secretary (amendments noted when/where they take place)

The foregoing Bylaws were revised by the Board of Directors on March 18, 2005 at the annual AGM
BOD Meeting. (3.16 ammended to include email voting & adding 3.20.1a provision for an Executive
Committee).

Further amendments on 7/23/07 AGM are noted at said changes.

**THE
INTERNATIONAL KLONDIKE
GOLD RUSH TRAIL**

Appendix E

IKGRT August 2007
Meeting Notes



Site Visit Report – Klondike Gold Rush Community Outreach July 30 – August 7, 2007

submitted by
Professor Michael Timmons,
Utah State University Department of Landscape Architecture and Environmental Planning

Introduction

From July 30 to August 7, 2007, a team comprised of Michael Timmons, from the Utah State University Department of Landscape Architecture and Environmental Planning, and Heather Rice and Cassie Thomas, from the National Park Service Rivers, Trails, and Conservation Assistance Program, visited eight communities in southeast Alaska. Lindsay Winkler, a graduate student in the USU LAEP program, joined the group for a portion of the trip.

The purpose of the trip was to gain a first-hand overview of resources and issues related to a potential Gold Rush International Historic Trail. Scoping meetings were held in each community visited, and additional meetings were held with individuals familiar with specific resources. Desired outcomes of the meetings were to gauge local interest, identify key players, identify issues related to the project, and establish contacts for future on-going work. Team members also collected resource material related to local history and site resources. Site visits were made to locations in each area with links to the gold rush.

Discussion points / key issues

Interest and support

The overall interest in the project voiced at all of the meetings was strong. Every community felt that they would have something to contribute, and much to gain by participating within a broad-based gold rush historical trail theme. Public agency support is strong at the federal, state, provincial, and community levels. The private sector was well represented in meetings, either as individuals or by tourism boards, and appears to be equally enthusiastic. On the cautious side, some questioned whom the project would ultimately serve, as well as the scale and scope of the mission. Others expressed concern that the idea could lose focus and take on a “life of its own”.¹⁴⁵

The following specific comments are representative of community endorsements received in the various meetings.

Dawson City participants felt that most of the necessary infrastructure is already in place and it is primarily a matter of designating and interpreting existing resources. Because so many sites and designations are already in place, the concept of linking them together under the umbrella of an international gold rush trail should be a marketing bonanza ... a “win-win” proposition for the Yukon.¹⁴⁶

Strong endorsement of the idea extends well beyond the obvious land-based hub of the Klondike

¹⁴⁵ Whitehorse

¹⁴⁶ Bill Holmes, Dawson City

gold rush, extending throughout the coastal communities of southeast Alaska. Ketchikan was established in 1900, and benefited from the Klondike Gold Rush because people who couldn't make it to the Klondike settled in Ketchikan instead.¹⁴⁷ Representatives from Wrangell felt that the gold rush trail "presents a huge potential ... our story hasn't been told."¹⁴⁸ Sitka, which doesn't have an obvious close connection to the Klondike, also has gold rush stories to tell, and is eager to participate.¹⁴⁹ In Skagway, it was noted that the outgoing City Council and Mayor are on-board with the International Gold Rush Trail proposal.¹⁵⁰

General tourism

Overall, it was noted that the economy of SE Alaska is in decline. The fishing, lumber, and mining industries are all down, and tourism is the salvation at the present time.¹⁵¹ A new marketing strategy related to the Gold Rush Trail can only help in this respect.

Some observed that high gas price has been manifested in a decrease of independent travelers, people taking shorter trips, and increasing numbers of "fly & drive" tourists. Bob Lewis suggested that the future possibility of incurring carbon credit costs associated with travel could have far-reaching implications for tourism.¹⁵² In the Yukon, it was noted that the current strength of the Canadian dollar is affecting tourism, particularly in terms of proportionately lower numbers of American visitors.¹⁵³

Shifting trends show that tourists in the "baby-boom" generation are seeking vacations that are enriched by educational experience, and that family trips are on the increase, often accomplished by extending business travel a couple days with the family in-tow. Trends also indicate an increase in day-use trips and decreasing back-country use.¹⁵⁴¹⁵⁵

Local economic figures in Sitka suggest that cruise visitation is down, but flights and ferry traffic is up. Chartered yachts are one of the fastest growing sectors of tourism for Sitka, offering a potential opportunity for connecting communities along the gold rush corridor.¹⁵⁶

Project scope

Holland America (Noel DeChambeau) has stated an interest in making the features of the gold rush trail conform to a "gold standard" and not become so diffuse as to dilute the message. While this is HAL's interest, it is really up to communities to determine the scope of this trail, and a large issue becomes defining "who is the community" and identifying "who speaks for the communities"? It should also be kept in mind that if communities chose to pursue national historic and/or scenic trail designation, much of the criteria for determination of what's in or out is mandated by the enabling

¹⁴⁷ Ketchikan

¹⁴⁸ Wrangell

¹⁴⁹ Sitka

¹⁵⁰ Skagway

¹⁵¹ Ketchikan

¹⁵² Whitehorse

¹⁵³ Whitehorse

¹⁵⁴ Whitehorse

¹⁵⁵ Supported by figures from Kluane National Park and plummeting use of the West Coast Trail.

¹⁵⁶ Sitka

legislation.¹⁵⁷

Geographic scope of the project needs to be defined. As noted by one individual, it is important to develop criteria defining who can become part of the project, as it “seems to have become everyone and their dog”, which ultimately “waters down the concept”.¹⁵⁸ The flip side of this argument is that even though the earlier Juneau and Sitka gold quests weren’t directly tied to the Klondike rush, they nonetheless contributed by luring prospectors to Alaska who eventually dispersed, leading to the Klondike discovery.¹⁵⁹ In addition to the actual prospecting and mining that took place, numerous communities played an important role through the supply of materials to the prospectors. Resources from Sitka (e.g., fish, timber, etc) could connect Sitka to the Klondike Gold Rush.¹⁶⁰

The importance of overall consistency-of-message was stressed by several in attendance. The project needs to determine what story is being told. Is it only the 1898 Klondike Gold Rush? The Juneau rush was in 1880, Cassiar in 1871. The case could even be made to go as early as 1849, when the first Kenai discovery was made. If Sitka is included, why not Valdez? (Cassie noted for clarification that the steering committee had narrowed the focus of the demonstration project to the Klondike gold rush route from Seattle to Eagle.)¹⁶¹

Potential Partners and Promotion

Many participants voiced the concern that the project should not be perceived as government-driven. Although the involved government agencies can provide funding, advice, contacts, and otherwise play a key role, the primary impetus should come from industry and communities.¹⁶²

Acceptance and success of the project hinges on strong collaboration between participating groups and the avoidance of “turf wars”. The entire effort should have a seamless appearance to the visiting public through the use of standardized logos, marketing, etc., to create a unified experience.¹⁶³

Susan Bell, of the McDowell Group, who developed the 2006 Alaska Visitor Statistics Program, suggests considering a tiered approach in establishing an international gold rush trails organization. Under this strategy, any community that wishes to participate can be “placed on the map”. However, those communities desiring more marketing would be required to “buy in” with cash support. The advantage of this strategy is that even small communities to which even a \$3,000 fee is un-achievable, would benefit by association.¹⁶⁴

The USFS Enterprise Team, based in Bend, OR, is helping with marking the Iditerod National Historic Trail. There is a possibility that they could help in some manner with the International Gold Rush Trail.¹⁶⁵

¹⁵⁷ Juneau

¹⁵⁸ Whitehorse

¹⁵⁹ Skagway

¹⁶⁰ Wrangell

¹⁶¹ Skagway

¹⁶² Whitehorse

¹⁶³ Juneau

¹⁶⁴ Susan Bell, McDowell Group,

¹⁶⁵ Juneau

Vern Craig of Alaska Marine Highways discussed the relationship his group might have with an international gold rush trail. Their mandate is to get people from roadless communities to another community or road with link to USA, and as such, the majority of expenditure and attention are directed at AK residents. Despite this, the AMH loves tourists, as they generate the majority of their revenue from summer tourism. The AMH identifies various affinity groups for marketing purposes, including culture, beauty, wildlife, adventure, etc. The tourism portion of their market is comprised primarily of the adventure traveler/independent visitor.¹⁶⁶

Several venues were brought up for promoting the gold rush trail concept. The Southeast Conference is the regional economic development organization serving the area, and holds annual meetings where the trail concept could be publicized. Likewise, the Alaska Municipal League (AML), is a statewide organization of mayors representing 140 cities, boroughs, and unified municipalities which holds annual meetings. The State Chambers of Commerce gathering offers yet another opportunity for publicity.¹⁶⁷

If a successful partnership for this trail proposal were formed and there was a non-profit involved then it's possible that additional funding support for trail could be solicited from Rasmussen Foundation.¹⁶⁸

Overall it was suggested that whether people were attracted by the gold rush perspective or by SEATrails purely outdoor recreational perspective, it all creates a positive synergism. The Golden Circle Route marketing effort could dovetail with the International Gold Rush Trail and the Dalton Trail. Careful planning must ensure, however, that the International Gold Rush Trail meshes with SEATrails, and doesn't end up competing for resources. SEATrails does have funds available for trail work, as well as connecting communities in terms of information and marketing.¹⁶⁹

Some cautioned that large private tour operators might not represent the best interests of the local economy. As an example, it was noted that although the Holland America Line (HAL) brings tourists through Whitehorse enroute to Dawson City, they don't take tourists to Whitehorse sites. The McBride Museum in Whitehorse, with the second largest gold era collection, was noted as "having a down year, while Dawson is booming". It should be made clear to all project partners that they must be prepared to be their own marketing agents, as opposed to relying on HAL for assistance.¹⁷⁰

Designation

The issue of designation was explored at most of the meetings. As noted by participants at Dawson City, providing a unifying structure or umbrella to coordinate and administer this effort will be a challenge, since the project will operate at such an inter/intra governmental level.¹⁷¹

The question was posed whether anything would preclude the US congress from recognizing an

¹⁶⁶ Vern Craig

¹⁶⁷ Wrangell

¹⁶⁸ Wrangell

¹⁶⁹ Haines

¹⁷⁰ Whitehorse

¹⁷¹ Dawson City

international trail? General consensus of the group was that this should not be an issue, as the earlier Klondike International Historical Park was signed by the president. Dawson City participants wondered whether the existing International Park could be revived as the vehicle for this effort, given the fact that it had already received concurrence from both governments.¹⁷² But in Skagway, the discussion was about how to make this different than (and more successful than) the International Historical Park. The NPS had thought it would become something big at time of proclamation, but momentum was lost. It was expressed, again in Skagway, that it should be made clear that the International Gold Rush Trail proposal is not the same as the proclamation for the Klondike International Historical Park.¹⁷³

Parks Canada has been interested in World Heritage designation, but the U.S. has opted out of that option.¹⁷⁴ Rob Watt mentioned that he would know after Thursday (August 2) where Canada stands with the designation. There are presently ten WHS study designations in Canada, and final nominations are due in 2009. Rideau Canal and Fortress of Louisbourg in Nova Scotia are also under consideration.¹⁷⁵

Parks Canada has no mechanism to formally designate any sort of trail, the Chilkoot being an exception to that rule.¹⁷⁶ A portion of the Yukon River is a designated Heritage River Trail, although it is noted that Canada's Heritage Rivers System is more akin to US Wild and Scenic Rivers System in that it is not trail related and is not a very good model for the International Gold Rush Trail.¹⁷⁷

Scenic byway designation can be a boon to tourism, as it creates a good marketing tool and tourism "hook". The National Scenic Byway website gets thousands of hits monthly and has become a trusted source for tourists looking for a scenic, historic, and/or cultural route. Seed grant funding of \$25,000 is available for scenic byway study purposes such as renting meeting rooms, paying for travel and phone calls, linked to organizing for a scenic byway). Money also is available from the Federal Highway Administration after scenic byway designation for signs and other improvements to the driving route. The Alaska Marine Highway is already a designated scenic byway and All America Road. A DVD is available promoting the All-America Road. Contact Aneta Synan, AK DOT, Scenic Byway Coordinator, for more information.¹⁷⁸ Lori Stepanski from Haines is currently working with Haines Junction on a scenic byway proposal.¹⁷⁹

Communities appeared eager to implement the corridor concept at the local level. It was noted in Dawson City that the Yukon Territory might be able to move quickly to create its own trail designation program and include the International Gold Rush Trail in it, due to its relatively small government,. Yukon Tourism & Culture (a territorial agency) is very supportive of the concept.¹⁸⁰ Skagway is anxious to incorporate this idea into Municipality's Comprehensive Plan, for which it will soon be issuing an RFP.¹⁸¹

¹⁷² DC

¹⁷³ Skagway

¹⁷⁴ Rob Watt, DC

¹⁷⁵ Whitehorse

¹⁷⁶ Rob Watt, DC

¹⁷⁷ Cassie Thomas, correspondence

¹⁷⁸ Ketchikan

¹⁷⁹ Whitehorse

¹⁸⁰ Rob Watt, DC

¹⁸¹ Skagway

Yukon Quest has a joint US / Canadian board, comprised of two separate NGO's. Their structure should be examined as a potential prototype. The Selkirk Loop is a joint scenic byway between Montana and Canada, which should also be studied.¹⁸²

Thematic versus physical trail; trail uses

Discussions in many communities explored the difference between a thematic trails network and an “on-the-ground” physical trail. Comments suggested that it may emerge as a combination of both, similar to the Lewis and Clark Trail or Oregon Trail, where the theme is continuous but physical elements form intermittent nodes along the way. Part of the U.S.U. charge is to inventory existing nodes and routes and to develop thematic links. In fact, part of accomplishing a unified project may be as simple as developing unified signage to identify sites as belonging to the larger whole.¹⁸³

Some discussion centered on the name “Gold Rush Trail”. Some participants in Whitehorse suggested that the term trail may conjure too literal a translation of a single treadway on the ground. It could carry negative connotations of transfer of private land, etc. Other branding labels were briefly considered, including quest, passage, and corridor.¹⁸⁴

Susan Bell of the McDowell Group feels that one of the big things working in favor of the gold rush trail concept is that it occupies a clearly discernable route that people can understand, which gives it a marketing advantage. The term “trail” has tangible meaning to potential users. In her words, “Alaska is complex, so any opportunity to add clarity and focus is good”.¹⁸⁵ Contrary to comments expressed in Whitehorse, participants in the Juneau workshop felt that people understand “trail” and aren't bothered by or confused about whether the term is used physically or figuratively.

On lands administered by the U.S. Forest Service, a designated trail “carries baggage” in terms of maintenance requirements, etc. The U.S.F.S. uses the term “route” on occasion to avoid these issues, although certain funding is available for designated “trails”.¹⁸⁶

Perhaps the most frequently asked question received by the Juneau Trail Mix is “Where are the long distance trails?” Almost all trails in Juneau are to old mining sites. They are dead end spurs, going in and back out, lacking the longer connectivity desired by hikers, as well as access to lakes and other scenic points.¹⁸⁷

Overall group consensus is that what it's called (e.g., trail or not) is not as important as getting visitors to spend time in SE Alaska. An unfortunate and un-intended side-effect of the cruise industry is that many visitors perceive the Inside Passage as the Inside “Pass-Through”, rather than as a destination.¹⁸⁸

It would be wise to consider potential year-round uses. Are there opportunities to extend the draw

¹⁸² Whitehorse

¹⁸³ DC

¹⁸⁴ Whitehorse

¹⁸⁵ Susan Bell

¹⁸⁶ Juneau

¹⁸⁷ Juneau

¹⁸⁸ Juneau

beyond the summer season?¹⁸⁹

Themes

The gold rush theme works for tourism marketing, because it can be seen as a tangible quest, in the sense that the tourist can accomplish something by retracing steps of prospectors. There is currently a lot of interest in the Alaska gold rush story. Buckwheat Donahue, Tourism Director for the Municipality of Skagway, had already met with 7 different groups of broadcast journalists this summer, including the History, Learning, and Discovery channels. Multiple groups from PBS have been in town developing stories on different themes, including one on great engineering feats.¹⁹⁰

But however interesting the historic theme might be, planners and promoters must not lose sight of the need to consider other qualities as well. Values such as scenery and recreation / health opportunities may be of equal importance to many would-be users. One of the constant themes of Alaskan tourism is the desire on the part of visitors to see national parks and wildlife.¹⁹¹

A tourism market research study has recently been completed by Pan Northern Marketing Research.¹⁹² Among other topics, the study sought to determine the meaning of “the Gold Rush” to the target group. The gold rush is not necessarily a focus of all visitors; for instance, wilderness adventure is a greater draw for Europeans. That said, gold rush is still the portal through which other stories are linked. Older visitors often have family connection to the gold rush or to the construction of the Alaskan Highway.¹⁹³

There is the possibility for multiple parallel sub-themes to exist, and indeed, the opportunity to combine tourism-marketing efforts around multiple themes is potentially advantageous¹⁹⁴. Some of these sub-themes would be system wide, while others would focus in on stories of unique local or regional interest. A universal concern was expressed that the trail must portray a balanced story of gold rush exploitation and impacts on First Nation / Native American cultures.¹⁹⁵ Marketing and interpretation should consider the long-neglected 1st Nation story. “Catch-up and Keep-up” is theme of the governmental commitment to address 1st Nation inequities. Government also has an obligation to support economic development opportunities for First Nations, a recent example being the Great River Journey experience of the Yukon River.¹⁹⁶ Another system-wide message should convey the tale of environmental devastation and restoration.¹⁹⁷

Local tales abound which will add color and intrigue to the larger gold rush tale. Examples are plentiful, as this series of meetings began to bring to light. Local coordinators should compile these various tales so they can be “nested” within the larger system-wide framework. The following are but a few examples of the rich trove of stories to be told.

The story of Buck Choquette offers a potential theme or story line for local gold rush promotion in

¹⁸⁹ Whitehorse

¹⁹⁰ Buckwheat Donahue, Skagway

¹⁹¹ Susan Bell

¹⁹² Sheila ?

¹⁹³ Whitehorse

¹⁹⁴ Haines

¹⁹⁵ DC

¹⁹⁶ Whitehorse

¹⁹⁷ Skagway

Wrangell. Buck was a Canadian who lived in Wrangell and took part in the gold rush. He went up the Stickine River in the 1870's, discovered gold, and moved his trading post there. Later, he continued to follow the gold rush north to Nome. In Wrangell, he had a trading post next to the petroglyph site. Local landmarks Buck's Bar and Buck's Riffle commemorate his name. The Choquette Family cemetery is near the Wrangell petroglyph site, hidden in the overgrowth. The family still owns this property and is working toward the idea of transferring it to the state for preservation (talk with State Historic Preservation Office for more information). Mike Whelen, a Wrangell resident, is writing a book about Choquette. Ethel Lunde, of Juneau, is the granddaughter of Buck and has his original paperwork. Glen Barlow is another source of information on Buck.¹⁹⁸

Another intriguing story with regional connections is the tale of Nellie Cashman. An Irish immigrant who ran a boarding house for miners, Nellie led a rescue mission into Cassiar in middle of winter to save over 100 stranded miners. "I'm mighty apt to make a million or two: Nellie Cashman and the North American Mining Frontier", by Don Chaput, published in 1995 by the Westernlore Press, chronicles her life story.¹⁹⁹

In the Carcross area, the story of Skookum Jim, affords an interesting local 1st Nation connection.²⁰⁰

Broader partnering with advertising is fairly easy; what to do with the visitors once they get here is more difficult. Could see the Yukon Government getting excited about this.²⁰¹ It was suggested that sample travel itineraries be compiled for the various communities along the trail, to assist travelers to plan their trips.²⁰²

Local issues

Participants were asked whether there were any specific local issues to be particularly aware of in moving the project forward. These issues could include potential opposition, sensitivities, permissions and clearances required, and local politics.

Caution was voiced that some people in the Ketchikan area are anti-planning and land use regulation. Historic trail designation could be a good thing, but not if people feel they'll be restricted.²⁰³ The local population in the Wrangell area is very opposed to land taking. When the scenic byway was designated, the slogan became "recognition without regulation" in recognition of this sensitivity.²⁰⁴

If this is to be a walking trail, First Nation approval will be necessary on their lands.²⁰⁵ The Great River Journey, a partnership with First Nations, leads very high-end tours along the Yukon north of Whitehorse. It has generated some discomfort / ill will with traditional users such as canoeists)²⁰⁶

¹⁹⁸ Wrangell

¹⁹⁹ Wrangell

²⁰⁰ Whitehorse

²⁰¹ DC

²⁰² Wrangell

²⁰³ Ketchikan

²⁰⁴ Wrangell

²⁰⁵ DC

²⁰⁶ Whitehorse

The mining community should be contacted early in the process, to get them on board with the idea. Issues regarding trespass or liability could be a concern with them. (Contact Mike McDougal with KPMA).²⁰⁷

The Canadian Environment, Parks, and Wilderness Society (CEPWS) should be involved from the very beginning to avoid later conflict.²⁰⁸

General planning issues

A concern with the ability of the project to maintain momentum through implementation was a universal issue. As was noted, people need a timeline to keep the project going with key milestones; otherwise, it gets fuzzy and nothing will be done. Whatever the course, it must be clear that the project either moves forward or it is dropped; it can't be an ongoing study with a life of its own.²⁰⁹

Particularly important is the leadership role. As one asked, "who will step up to see it through?"²¹⁰ The proposal needs someone/some entity to do all the partnership coordination since it's so broad.²¹¹ At the moment, it is the NPS RTCA, but when they are out of the picture, who is in charge?

Public Outreach format

The planning team will return in spring, 2008, to conduct a series of public meetings on the Gold Rush Trail. The format and structure of these meetings was discussed by participants at the scoping meetings.

Sentiment was expressed that a wide-ranging open meeting would be unproductive and perhaps detrimental, in the sense that participants need concrete ideas to react to. Cassie Thomas cautioned, however, that having ideas too fleshed out would make the plan appear a *fait accompli*.²¹²

One way to accommodate everyone's busy schedules at this time of year would be to set up an open-house format, with the option of dropping in at any time during the day. More formal presentations could be scheduled to occur at a couple of set times for those who could make it.²¹³

The idea of establishing a website to function as a central clearing-house of information on the project was discussed. Bill Holmes offered a link from the City of Dawson website (DawsonCity.CA). Touryukon.com was also suggested. Another idea would be to show the trail on something like Google Earth, where users would immediately comprehend the overall geographic context, and be able to "zoom-in" on the resources of specific communities along the corridor.²¹⁴

The Canadian Heritage Information Network has a "knowledge exchange" for posting and exchanging information on a project within a team. The website is managed through the

²⁰⁷ DC

²⁰⁸ DC

²⁰⁹ Whitehorse

²¹⁰ Whitehorse

²¹¹ Sitka

²¹² DC

²¹³ DC

²¹⁴ DC

Public Outreach timing

It was agreed by participants that timing of the spring meetings would be critical in terms of participation and involvement of local citizens. Actual dates proposed varied significantly from town-to-town, depending on the local tourism schedule, and are summarized below from earliest to latest:

March

Ketchikan - The best time for public meetings is March. If public participation is truly sought, meetings must avoid the fishing and construction seasons. This means early to mid-March is preferable, as April and May are the months when people are getting geared up.²¹⁶

April

Whitehorse - The general concensus of attendees was that public meetings held much beyond the end of April would suffer from lower participation.²¹⁷

Sitka - April is good. May gets busier. Even March would work. May is sunny and less likely for people to be around for meetings.²¹⁸

Juneau - Some say end of April ... others say middle of May²¹⁹

Wrangell - The Garnet Festival, scheduled April 23-27, 2008, is big deal in the community. If possible, it would be good to link the public outreach meeting either the week before or week after. This time frame also coincides with a huge migration of shore birds, which brings people. Contact Wilma Leslie for more info about the Garnet Festival (Sandy Skrein is also on the board).²²⁰

May 1

Dawson City – First part of May / end April – must be done by mid-May.²²¹

Haines - Late April/early May are good for outreach (no later)²²²

Skagway – 1st two weeks of May best, but lots of other stuff going on then. (Reed: if trying to get community buy in, then 1st audience should be next tier down of community leaders, business owners ... and maybe March would be better for them ... folks are arriving form March into April.) Last two weeks of Arpil are really good since 75% of the people are back in town.²²³

²¹⁵ Whitehorse

²¹⁶ Ketchikan

²¹⁷ Whitehorse

²¹⁸ Sitka

²¹⁹ Juneau

²²⁰ Wrangell

²²¹ DC

²²² Haines

²²³ Skagway

THE
INTERNATIONAL KLONDIKE
GOLD RUSH TRAIL

Appendix F

Maps



The following set of maps was produced by Utah State University for the community outreach meetings in April, 2008, and have been made available to community partners in digital form.

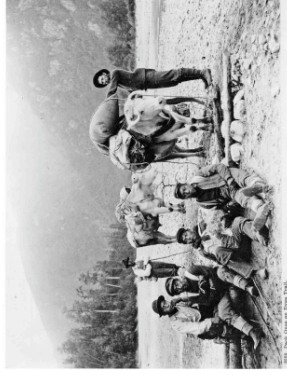
The overall map depicts the International Klondike Gold Rush Trail corridor from Seattle to Dawson City, with a further extension to Eagle. The primary route, which was the focus of this study, is depicted by a wide red line. North of Wrangell, three braids indicate the main trail over either Chilkoot or White Pass via Skagway/Dyea, as well as the Dalton trail out of Haines and the Stikine River route. All three branches re-converge along the Yukon River, north of Whitehorse, continuing to the Klondike. Additional routes traveled by prospectors, shown by a thin gray line, were not considered by this study as part of the IKGRT.

Towns indicated by large black dots, and a white highlight behind their names, have participated as community partners in the IKGRT process. Other communities with Klondike connections are also noted on the map.

More detailed resource maps were produced for participating communities, and follow the overall corridor map in this appendix in geographical order from south to north. Two sheets were produced for each city or town, with the exception of Seattle and Juneau. The first sheet of each pair shows the locality in its regional context, as well as a detailed map locating primary Klondike Gold Rush resources identified by community liaisons. The second sheet of each set contains illustrations with descriptive text discussing the self-identified highlights.

International Klondike Gold Rush Trail

Linking History, Communities, Places & People



Legend

- International Klondike Gold Rush Trail (IKGRT)
- Other Routes to the Klondike Gold Rush
- IKGRT Community Partners
- Other Towns Linked to the Klondike Gold Rush
- Klondike Gold Rush Rivers





Wrangell, Alaska

International Klondike Gold Rush Trail

Linking History, Communities, Places and People

Wrangell became the base of operations for prospectors travelling up the Stikine River to strike it rich in the famous 1897-1898 Klondike Gold Rush. The Stikine River Route was one of the three most common routes to the Klondike and was advertised as the easiest and the only all-Canadian route. It drew thousands of miners to Wrangell in the late 1800s. Two other popular routes into the Yukon Territory were from Skagway over the White Pass and from Dyea up the Taiya River and over the Chilkoot Pass (Source: City of Wrangell).

MAP DATA

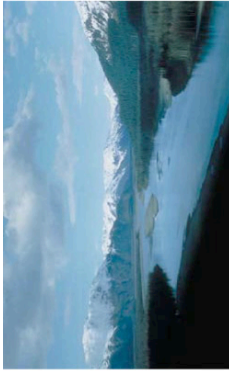
Data Courtesy of: The National Park Service; The Yukon-Charley Rivers National Preserve; USGS; Alaska State University
 Map Drawn by: Lindsay Whitaker, Utah State University





WRANGELL MUSEUM

Wrangell Museum is a reflection of the rich history the community possesses—state roots to the impacts of the Klondike Gold Rush.
Source: City of Wrangell



STIKINE RIVER/TELEGRAPH CREEK

Forming a critical link between Wrangell and the Klondike, many gold seekers used the Stikine as access to Dawson City. Telegraph Creek is located 165 miles north of Wrangell in British Columbia, Canada.
Source: City of Wrangell



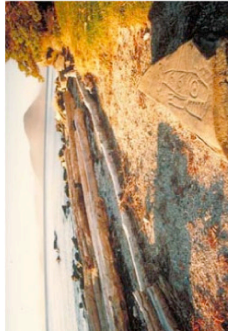
FRONT STREET

Front Street's character includes some of the original buildings present during the Klondike Gold Rush. Jose Erap wrote that it was worse than Tombstone.
Source: The Nolan Center



CHURCHES

Construction of their churches was a part of both the Catholic and Presbyterian religions within Wrangell in the 19th Century. Wrangell houses the first Presbyterian church constructed in Alaska.
Source: City of Wrangell



GLYPH BEACH STATE HISTORIC PARK

In 2000, the Penikese State Park houses some of the best preserved sites in Southeast Alaska. Assuming the stampede had time for tightening, they had visited Petroglyph Beach where various designs on rocks indicate a pre-civilization. Photo & Source: City of Wrangell



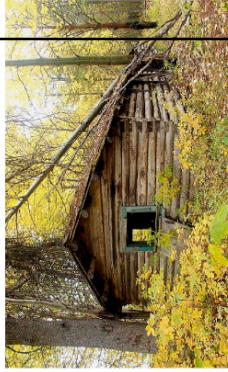
SHAKES ISLAND

The local Thlingit served as guides and carriers during the Klondike. Established in 1940, Shakes Island and Tribal House is a location for viewing Thlingit artwork and totem poles. The Tribal House is on the National Register for National Monuments. Source: City of Wrangell & The Nolan Center



COW ALLEY

During the winter, cows were brought to Wrangell from Farm Island to wander the streets, adding an additional sight and smell to the flow of humanity, dogs, horses, whiskey saloons, gambling and prostitutes. Source: The Nolan Center



JACKSON'S LANDING

Located 135 miles north of Wrangell on the Stikine River, Jackson's Landing was an important fuel station during the Klondike Gold Rush. Gold seekers would cut firewood from the landing, operated by "Groundhog Jackson" and his wife.
Source: www.alaskapodshow.com



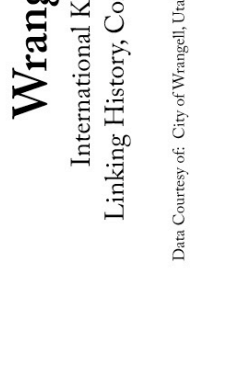
ONWOOD ISLAND

Onwood Island was used as a stopping point up the Stikine River to shelter waiting for the river to freeze over before heading up river to the gold mine. Source: The Nolan Center.



HOUSE WITH A HISTORY (BROTHEL)

Brothels were common in Wrangell during the Klondike. The House with a History was intended for this purpose and is now in use by the Salvation Army.
Source: The Nolan Center.



THE NOLAN CENTER

The Nolan Center is a historic building in Wrangell, Alaska, that was used as a saloon and brothel during the Klondike Gold Rush. It is now a museum and is open to the public.



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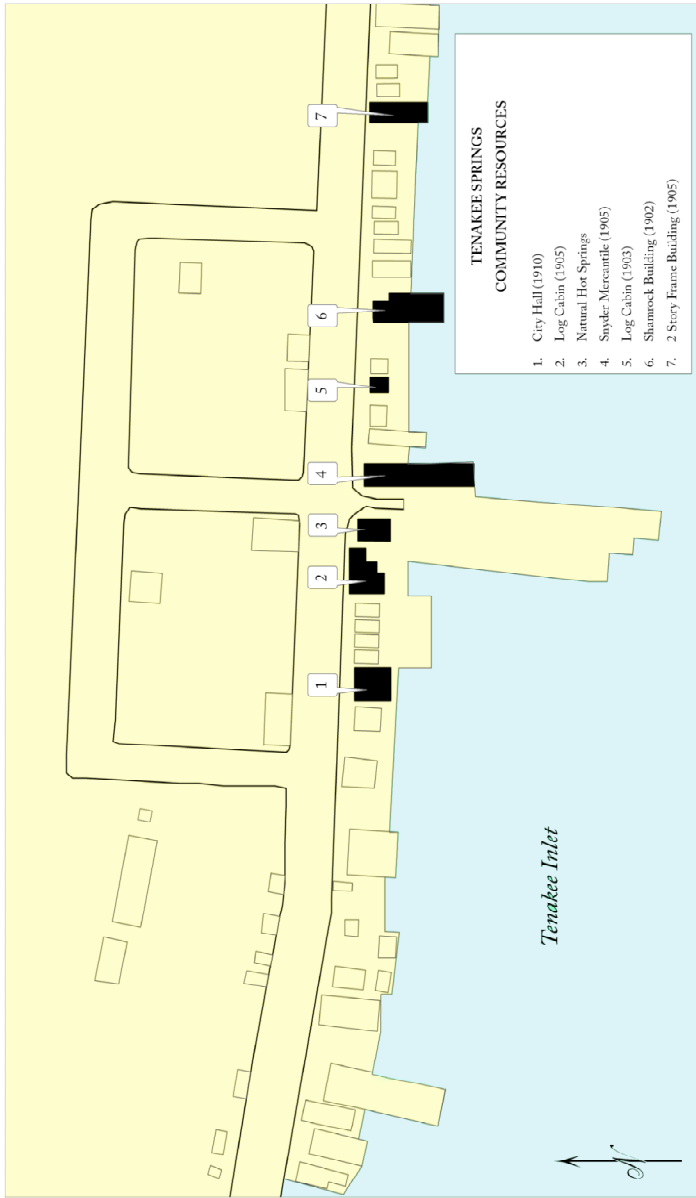
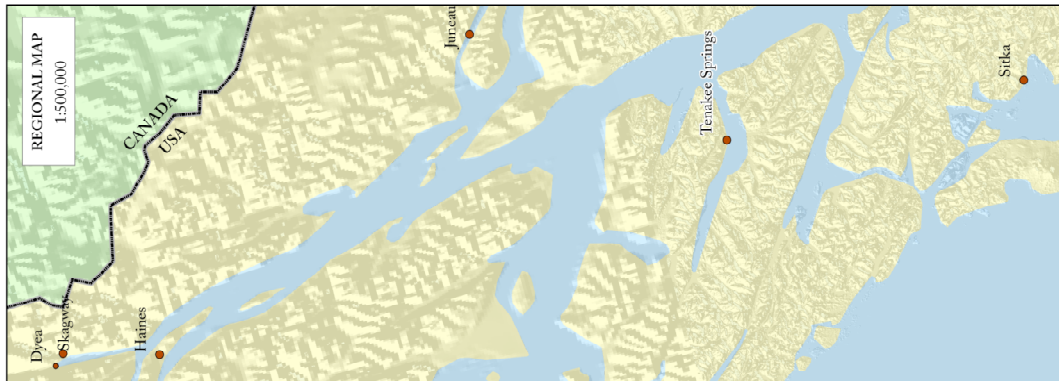
Wrangell, Alaska

International Klondike Gold Rush Trail

Linking History, Communities, Places and People

Data Courtesy of: City of Wrangell, Utah State University, The Nolan Center, Wrangell, Alaska.





Tenakee Springs, Alaska

International Klondike Gold Rush Trail Linking History, Communities, Places and People

Founded in the late 1880s on the site of a natural hot spring, the town became a mecca for frozen prospectors needing a winter "thaw." Miners, loggers, and fishermen would come to town, accompanied by their "sporting women," waiting for the high season to begin again. The "underground element", including the notorious Soapy Smith's Skagway gang, used the remote location as a hideout. Later, it was a center for fish processing with several salmon canneries and crab plants. Now, housing a population of around 100, the town consists of two rows of houses flanking a narrow dirt road along a one-mile waterfront, the structures fronting the water pushed to the high-tide line.



Data Courtesy of: The National Park Service, the State of Alaska, Canada Geographic and ESRI.
 Projection: Alaska Albers Equal Area Conic
 Map Drawn By: Lushan Windler, Utah State University
 Publication Date: April 2008



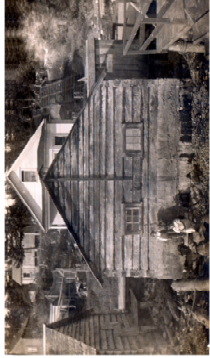
1. CITY HALL
This 2-story building, about 100 yards west of the Hot Springs, was the first City Hall, built around 1910. Standing in front of the building is Mary Snyder, one of the original settlers to Tenakee Springs.



5. LOG CABIN
Now a private residence, this log cabin was built in 1903. While the cabin has been added on to and remodeled many times since its original construction, the core structure is still visible. (Actual photo of the 1903 cabin is unavailable at this time).



2. LOG CABIN, 1905
This structure is just west of the Tenakee Hot Springs. Since 1950, this log cabin has been the home of Rose's Blue Moon Cafe. In this photo, the log cabin is the building protruding out on the right, just behind the four little cabins.



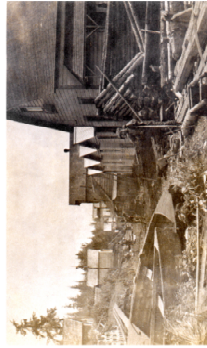
3. TENAKEE HOT SPRINGS
The reason for the town's existence is the 106-degree water emerging from a natural rock crevice in the earth, exposed in a concrete sub-surface building that is prohibited and assigned times separate made from female bathers. The original building enclosing this spring was built 1895, but the existing bathhouse dates from the 1930's.



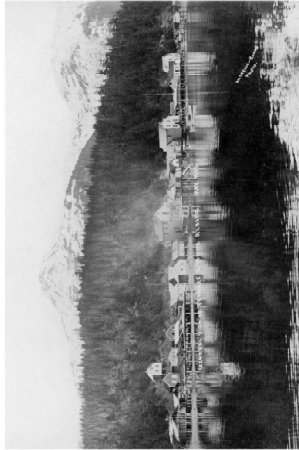
4. SNYDER MERCANTILE, 1905
The town's original (and only) General Store, was established in 1899, when Ed Snyder loaded groceries into a rowboat and paddled to Tenakee. The store still operates today, and employees still rings up sales on the original cash register.



6. SHAMROCK BUILDING
The Shamrock Building is a 2 1/2 story tale from building, currently home to the Perry Time Bakery. In the photo above the Shamrock Building is located behind the Hot Springs Restaurant.



7. 2-STORY FRAME BUILDING
The building in the foreground is the 2-Story Frame Building. Established in 2005, this building is now an interdenominational church, which was extensively renovated in 2005.



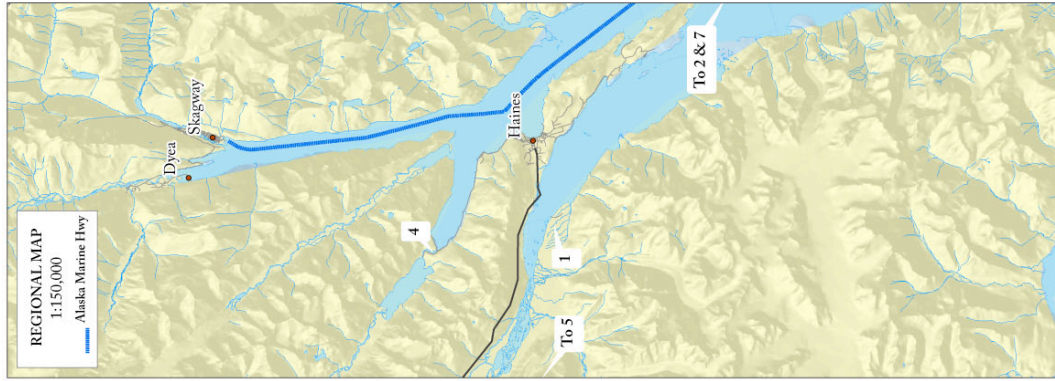
Tenakee Springs, view from the water, 1909.

Tenakee Springs

International Klondike Gold Rush Trail Linking History, Communities, Places and People

All historical photos and information have been provided courtesy of Paul Scriber.





- HAINES COMMUNITY RESOURCES**
1. Dalton Trail
 2. Clara Nevada
 3. Fort Seward (originally Haines Mission)
 4. Chilkoot Lake
 5. Porcupine Mining District
 6. Charles Anway Homestead
 7. Elfred Rock Lighthouse
 8. Haines Mission



Haines, Alaska

International Klondike Gold Rush Trail

Linking History, Communities, Places and People

The Tlingit Indians were the original inhabitants of the Chilkat Valley. These Natives controlled the trade routes (trails) between the coast and the interior, which became some of today's roads. Sheldon Jackson, a Presbyterian missionary in Sitka, was asked by local Tlingits to build mission schools for each of the local villages. The area was known as Dei Shu meaning "end of the trail". Well known historical figure and entrepreneur, Jack Dalton, following a Tlingit trade route, established a freight trail to the gold fields of the interior during the mid 1890's. At the beginning of the Klondike Gold Rush in the late 1890's, Haines grew as a mining supply center.

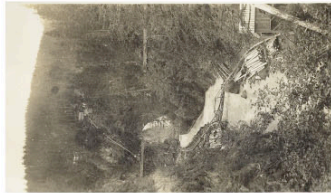
MAP DATA
Data Courtesy of: The National Park Service, The Sheldon Museum, Haines; Statistics Canada, Geographical Names and ESRI.
Projection: Alaska Albers Equal Area
Publication Date: April 2008





DAULTON TRAIL

Upon the arrival of white traders, the Chilkats, acting as middlemen between the traders and Athabascans, became quite wealthy. This trade monopoly was not broken until 1890 when E. J. Glave, John (Jack) Dalton and several others arrived to explore the rivers of the Yukon. Today the old Tlingit "grease trail" provides an important road link to the interior of Alaska and the Yukon.



PORCUPINE MINING DISTRICT

These folks were on the Dalton Trail heading for the Klondike. They stopped to do a bit of prospecting along the way. On October 10, 1898 SW. Mix and his friends, Fenley and Wiley, were prospecting about two miles up Porcupine Creek, an 8 mile tributary of the Klithini River, 34 miles from the townsite of Haines.

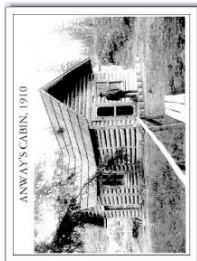
Mix saw and picked up some gold dust and nuggets from a slate shelf projecting above the water line. As he later reported to The Alaska Mining Record, Juneau, December 28, 1898: "I told (Fenley) I would show him something that would gladden his heart.... I put the pan against the bank, scraped it full and we got about \$7 from this.... (Fenley) took the pick, scrambled up on the shelf and picked down about a barrel of dirt and as it fell I could see the course gold all through it and some nuggets...." They panned \$75 in two hours. The three partners staked Discovery and the adjoining three claims which proved the richest deposits in the area. Porcupine Mining District was established and by mid-November, the end of the mining season, 50 men were in residence. They staked claims along the Porcupine and its tributaries, McKinley, Colson and Glacier Creeks. Ever the entrepreneur, Jack Dalton, developer of the Dalton Trail, acquired many claims through purchases and in payment for grubstakes. He built a trading post and sawmill to provide lumber for sluice boxes and rockers.

Photo: Sheldon Museum/Ken Hobag



CLARA NEVADA

Many shipwrecks occurred during the rush for the Klondike. The Clara Nevada carried dynamite on her ship along with passengers and crashed outside of Haines, killing all passengers on board.



CHARLES ANWAY HOMESTEAD

At 2 mile on the Haines Highway a homestead belonged to Charlie Anway local Haines entrepreneur who came to Alaska in search of gold. He had known Sloop Smith in Colorado and arrived in Skagway on July 2 a couple days before Sloop was killed. Charlie's partner got homestead so they sold their grubstake to send him home. Charlie went over to Pyramid Harbor and was hired by Jack Dalton to herd cattle up his trail to Dawson. Anway returned and mined in the Porcupine Mining District along Nuggett Creek for several years before building his homestead at 2 mile. He lived there, with his garden, orchard and his own strain of cranberries marketing produce about the region, until his death in 1949. His cabin is being restored for the public by the Chilkat Valley Historical Society.



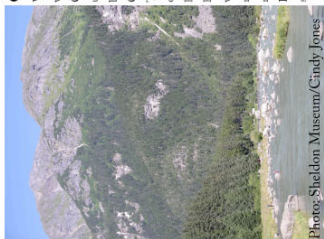
FORT SEWARD

The role of the U.S. & Canadian army in establishing order during the Klondike and other gold rushes is highlighted at Fort Seward. Established as a result of a border dispute with Canada, Fort William H. Seward was named after the man who negotiated the purchase of Alaska from the Russians and was declared a historic landmark in 1972.



ELDRED ROCK LIGHTHOUSE

The Clara Nevada shipwreck was the impetus for Congress to fund the lighthouses throughout SE Alaska. There had been many close calls during the Gold Rush and beacons were needed for navigation. Essentially, the gold rush precipitated the construction of all the lighthouses. Eldred Rock was the last to be lit on June 1, 1906.



CHILKOOT LAKE

Villagers from the Tlingit village of Klout (out at Chilkoot Lake) owned and used the trade trails which became known as the Chilkoot and White Pass Trails. When people flooded over their trails, they were hired out as packers. If it hadn't been for John Healey who "organized" them, they might have made a lot of money. Both the White Pass & Chilkoot trails really started at Chilkoot Lake.

Photo: Sheldon Museum/Cindy Jones



HAINES MISSION

Haines was not a town during the Klondike Gold Rush, and there was not a dock in Portage Cove. There was only the Haines Presbyterian mission located where the Sheldon Museum is today, and a few cabins round about. The mission's young son, Henry Warne, who was about 5 during the gold rush, returned to Haines late in life and told folks that "I sat on the banks of Portage Cove and watched the Gold Rush go by."

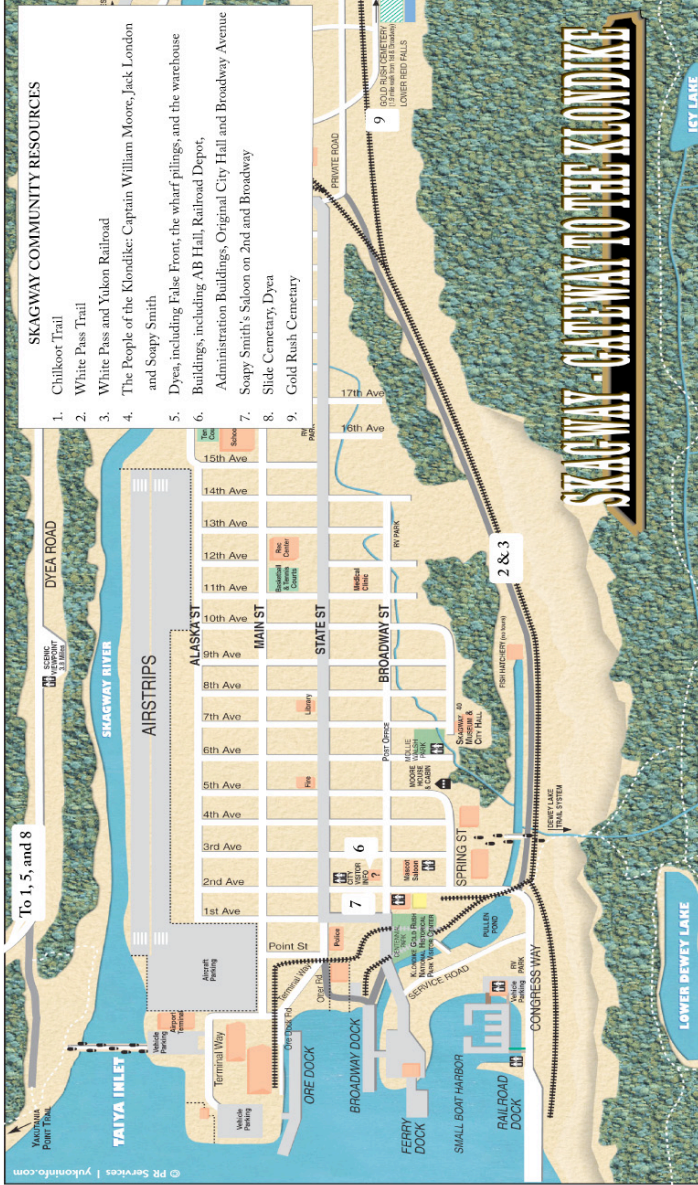
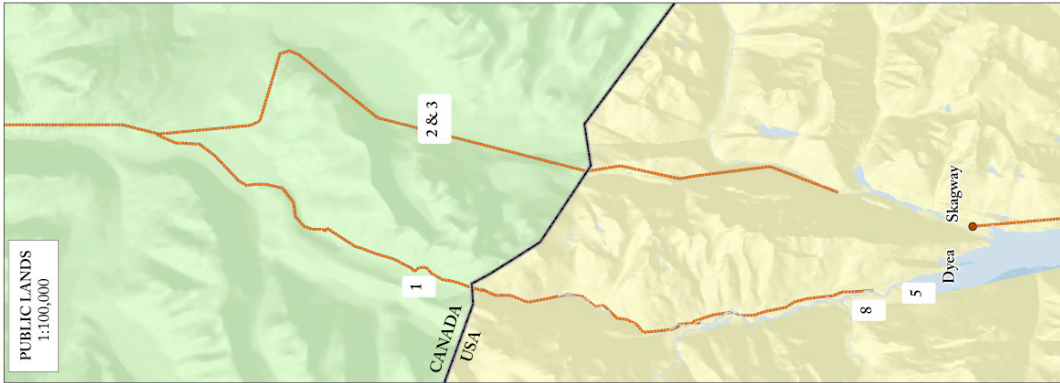
Haines, Alaska

International Klondike Gold Rush Trail

Linking History, Communities, Places and People

All historical photos and information has been provided by the Sheldon Museum and the Haines Convention and Visitors Bureau.





Skagway, Alaska

International Klondike Gold Rush Trail

Linking History, Communities, Places and People

Skagway (originally spelled Skaguay) is from the Tlingit name for the area, "Skagua," meaning windy city. Skagway has long been hailed the Gateway to the Klondike, as the community was a major stopping point for those on their journey to the Klondike.

MAP DATA
 Data Courtesy of: The National Park Service, Municipality of Skagway, the State of Alaska, Canada, Geogratis and ESRI.
 Map Drawn By: Lindsay Winkler, Utah State University
 Projection: Alaska Albers Equal Area Azim
 Publication Date: April 2008





CHILKOOT TRAIL
The Chilkoot Trail is a 33 mile (53 kilometer) trail through the Coast Mountains that leads from Dyea, Alaska, to Bennett, British Columbia. The trail, which leads over Chilkoot Pass, is a National Historic Site in British Columbia, and part of the Klondike Gold Rush National Historical Park in the United States. It was a major access route from the coast to Yukon goldfields during the Klondike Gold Rush.



Photos: Michael Timmons
Utah State University

BUILDINGS:

The historical buildings of Skagway highlight the town's presentation as a gold rush community. Some of the notable buildings include the Arctic Brotherhood Hall (1899), Railroad Depot, (1898), Administrative Buildings, Original City Hall, and of course, Brouseway Avenue.



FALSE FRONT, DYEA

Located on what was known as Main Street, the False Front in Dyea is the only "standing" structure left in Dyea, what is now a ghost town.



WHITE PASS TRAIL
The White Pass was closely controlled by the Chilkoot Indians and was unknown to non-natives until 1887. The White Pass Trail was one of the two main passes used by prospectors during the Klondike Gold Rush. The White Pass was an easier route to Lake Bennett than the Chilkoot Trail a few kilometers to the west, but it harbored a criminal element that preyed on newcomers to the Klondike.



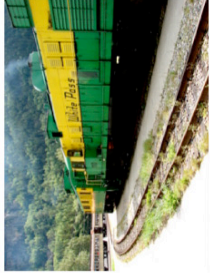
SOAPY SMITH'S SALOON
One of Skagway's best-known characters, for better or worse, was Jefferson Randolph "Soapy" Smith, the last of the big-time western bad men, was a con man who took over Skagway during the winter of 1897-98. He landed in Skagway with only a few confederates, but through a combination of skill and guile he soon controlled an underworld of more than 200 gamblers, outlaws and thugs. His power seemed almost limitless until July 8, 1898. On that fateful day, he and surveyor Frank Reid shot it out on one of the town's docks. "Soapy" was killed instantly, but his legend lives on today.

Source: www.gocities.com/soapsmiths



PEOPLE:
The individuals that participated in the Klondike Gold Rush gave the rush its aura and legends. Captain William Moore, a former steamboat captain, bore-steaded what is now the town of Skagway. Jack London featured the city of Skagway in his book *The Call of the Wild*. Soapy Smith was the most well-known con man of the Klondike.

Left: Curt William Moore; Middle: Jack London; Right: Soapy Smith
(Soapy Smith Photo Source: www.alaskaportretreviews.com)



WHITE PASS & YUKON RAILROAD
A combination of the harsh trail conditions and the large number of people trying to reach the Klondike prompted the construction of the White Pass & Yukon Railroad. Initiated in 1898, the construction of the railroad was built on a foot (914 mm) gauge-- the narrower roadbed required by a narrow gauge railroad made for big cost savings. The railroad was completed in July 1900.



SLIDE CEMETERY
The deadliest event of the Klondike gold rush occurred on April 3, 1898, between Shanty Camp and the Scales on the Chilkoot Trail. Numerous snow slides took place on that day. Five slides directly involved men and their sleds, and three resulted in the loss of life. Another slide the following day took the lives of two others. Altogether over 65 lives were probably lost.

Source: National Park Service



COMMUNITY OF DYEA
Located at the head of the Chilkoot trail, Dyea emptied from a small trading post to a major port in 1897 after word of the Klondike gold discovery reached the lower 48. Unfortunately, its prosperity proved to be short-lived. The town's poor harbor, the disastrous snowslide of April 3, 1898, and the construction of the White Pass and Yukon Route Railroad out of Skagway all served to doom the town.



GOLD RUSH CEMETERY
Approximately a 20 minute walk from town, the Gold Rush Cemetery illustrates the rich history of Skagway. Soapy Smith is buried in the cemetery. Additionally, the cemetery contains "the Largest Nugget in the World," which is a boulder painted gold.

Source: www.alaskaportretreviews.com

Skagway, Alaska

International Klondike Gold Rush Trail

Linking History, Communities, Places and People

All historical photos and information are public domain, unless otherwise cited.

MAP DATA

Data Courtesy of: The National Park Service; Dawson City Yukon Historical and Museums Association, the State of Alaska, and ESRI.
Map Drawn By: Lindsay Winkler, Utah State University
Publication Date: April 2008





OLD LOG CHURCH MUSEUM

At the turn of the century Roman Catholic and Anglican missionaries were in fierce competition for souls in the far North. By 1900 the Anglican Bishop William C. Bompas (he was known as the "Apostle of the North") decided it was time for Whitehorse to have its first resident Anglican priest. They lived and held services in a tent until October of that year when the log church was completed.



Photo Top: © Fretweid
Museum Network 2007



Photos: © Yukon Government 2007

DONNERWORTH HOUSE

The Donnerworth House was originally a small frame building with a tent attached to the rear. It was built some time between 1900 and 1904 for William "Hobo" Bill Donnerworth, a driver for the Royal Mail Service stage between Whitehorse and Dawson City. Mrs. Donnerworth operated a small military shop from her home.



Photo Left: www.explorationnorth.com
Photo Right: Murray Lundberg 2001

PIONEER CEMETERY

The Pioneer Cemetery, located on Sixth Avenue at Wood Street, was in operation from 1900 to 1965. According to Mrs. Otto Parridge's diary, the first burial was that of James Brown on October 11, 1900. By 1904 there were 22 burials in the cemetery.
Source: City of Whitehorse



TELEGRAPH OFFICE

The Old Log Telegraph Office is actually the second telegraph office in the city. The first telegraph structure, built in 1899, was located on the east bank of the river; the original townsite for White Horse City. The second telegraph office, or the Old Log Telegraph Office, was built in 1900, shortly after the railway it was used as the telegraph office & as a residence for telegraph operators until 1927.



WHITEHORSE WATERFRONT

Originally the terminus of the White Pass & Yukon Railroad, the Whitehorse Waterfront now boasts a waterfront trolley that carries visitors along the former rail route in exploration of the history of Whitehorse.

Photo: www.yukonrails.com



SMITH HOUSE

The Smith House is named for Jack Smith, who purchased land from the British Yukon Land Company in 1904 on the site of the present structure. In 1905 the house consisted of two large sections. A later addition was inserted between the two to create a single home. Smith worked as a messenger for the Dominion Telegraph Office in Whitehorse.



SAM MCGEE'S CABIN

Sam McGee's name gained international recognition early in this century when Robert Service had his poem published in the collection "Songs of a Sourdough." The real Sam McGee came to the Yukon from Peterborough, Ontario, by way of San Francisco, in 1898 and worked as a bank teller in Whitehorse. The cabin has become legendary, because of Service's poem, and is seen being visited by Robert Kennedy in the top right photo. The cabin is now managed by the Yukon Historical Society.

Photo, Top: Hougen Group



SS KLONDIKE NATIONAL HISTORIC SITE

This national historic site pays tribute to an era of riverboat transportation. Riverboats brought virtually all goods into the region, as well as many newcomers. The site brings to life the history and the challenge of moving freight along the Yukon. Sinking in 1929, the sternwheeler was rebuilt and today the ship is the largest and last of the sternwheelers.
Source: Parks Canada

Photo: Parks Canada/F. Catroll

Whitehorse, Yukon Territory

International Klondike Gold Rush Trail

Linking History, Communities, Places and People

All historical photos and information has been provided by the Virtual Museum Canada, the Yukon Historical and Museums Association or PR Services, unless otherwise cited.



MILES CANYON

Originally referred to as Grand Cañon, Frederick Schwatka renamed it in July of 1883 Miles Canyon after General Nelson Miles. Schwatka wrote, "Through this narrow chine of corrugated rock the wild waters of the great river rush in a perfect mass of milk-like foam, with a reverberation that is audible for a considerable distance." During the Gold Rush, hundreds of boats loaded with precious supplies were lost.

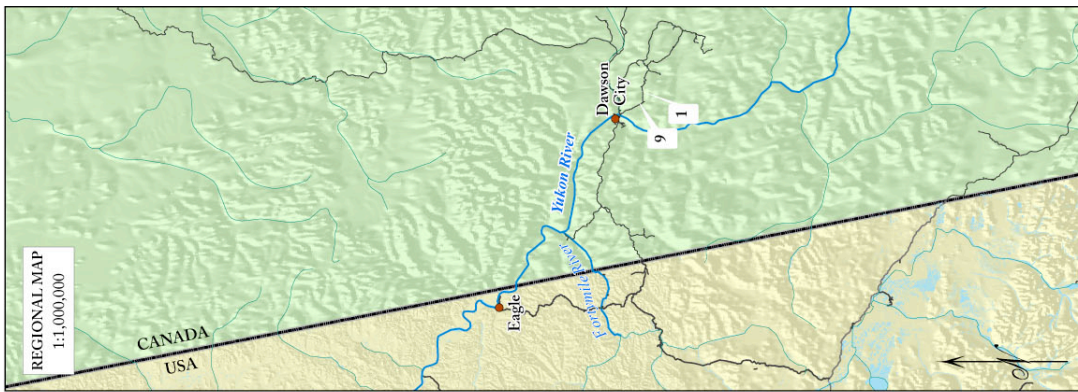


CANYON CITY

Canyon City is a Klondike Gold Rush ghost town and a Yukon Government Heritage Site. During the Klondike Gold Rush, the thousands of stampedees travelling down the Yukon River to Dawson, Miles Canyon and the Whitehorse Rapids were the most treacherous obstacles on the entire route. Canyon City, at the upstream end of the canyon, was the place where people equipped to plan their next move.

© Government of Yukon 2007





Dawson City, Yukon Territory

International Klondike Gold Rush Trail

Linking History, Communities, Places and People

Dawson City, Yukon is found within the traditional lands of the T'londeh Hwech'in and today represents the character and adventure of the world-famous Klondike Gold Rush. In August of 1896, three Yukon "sourdoughs", George Carmack, Dawson Charlie, and Skookum Jim found gold in Rabbit Creek, now called Bonanza Creek, and changed the history of the Yukon forever. Their discovery triggered what was arguably the world's greatest gold rush stampede as nearly 100,000 souls yearned to strike it rich in the Klondike gold fields. By 1898, Dawson City was a modern city of nearly 40,000, situated upon a muddy moose pasture.

MAP DATA

Data Courtesy of: Canada Parks, PR Services, Klondike Visitors Association, the State of Alaska, Canada Geographic and ESRI.
Map Drawn By: Louise Winder, Utah State University
Projection: Alaska Albers Equal Area
Publication Date: April 2008



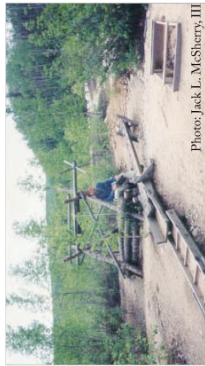


Photo: Jack L. McSherry, III

DISCOVERY CLAIM

American, George Carnack and Tughit First Nation people Shookan Jim and Dawson Charlie prospected along Rabbit Creek and - finding a nugget the size of a dime - immediately remained the creek Bonanza and staked their way into starting the greatest gold rush the world had ever seen.



DAWSON CITY MUSEUM

Housed in the Old Territorial Administration Building, which is a designated National Historic Site, the Dawson City Museum boasts the largest collection of artifacts in the Yukon Territory and features the Klondike Gold Rush and the history of Dawson City.



DIAMOND TOOTH GERTIES

Originally designed as a social venue for men and women in the northland, the 1901 Arctic Brotherhood Hall has been a focal point for Dawson residents for decades. Replete with Diamond Tooth Gertie as the master of ceremonies and a chorus of Cav-can dancers performing three nightly shows during the summer season, Diamond Tooth Gertie is a sure fire way of enjoying old fashioned fun.



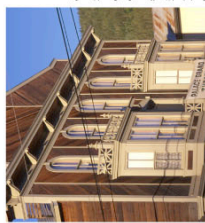
PARKS CANADA WALKING TOUR

Come relive the 1898 Klondike gold rush era of Dawson City when it was the largest city west of Winnipeg and north of Seattle and known around the world as the 'Paris of the North'. Take a stroll with Parks Canada interpreters as you meander along unpaved streets and wooden boardwalks amidst Dawson's historic buildings and experience the tales of the great Klondike Stampede.



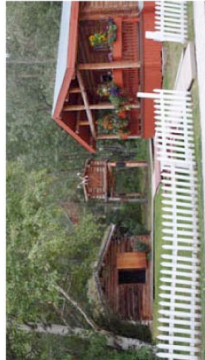
DANOJA ZHO CULTURAL CENTER

Danoja Zho Cultural Centre (Long Time Ago House) opened in 1998 and celebrates the traditional and contemporary experiences of the T'lonkita Hwech'in. The Hammerstone Gallery explores the heritage and the events of the last one hundred years from the First Nation perspective.



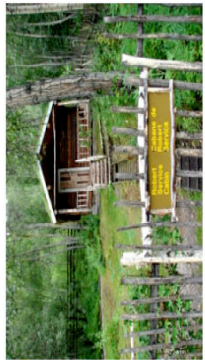
PALACE GRAND THEATRE

Opening in July 1899 to the fanfare of bonanza and Eldorado Kings, wild-west showman, 'Arizona' Charlie Meadows, who straggled to the Klondike during the gold rush, built the Palace Grand Theatre as way to 'imite the miners' of their riches. A cross between a European Opera House and a boom town dance hall, the Palace Grand was eventually dismantled in 1960 and rebuilt, opening in 1962.



JACK LONDON INTERPRETIVE CENTRE

Jack London's original log cabin was built on the North Fork of Henderson Creek, 120 miles south of Dawson City, just prior to the gold rush of 1898. London entered the Yukon in September of 1897 as a 21-year-old stamper hiking to the Klondike gold fields. While he never struck it rich, London later turned his Klondike adventures into fame and fortune with his legendary stories and novels.



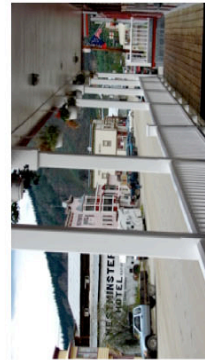
ROBERT SERVICE SHOW

Come visit the historic Robert Service Cabin and hear the tales and poems from a Parks Canada costumed interpreter of one of Canada's greatest authors. Set across the road from the old home of Canadian author Pierre Berton and amidst the willows and the alders, Service's two-room log cabin has long been a popular visitor attraction in Dawson City.



DREDGE #4

The Klondike Gold Rush is famous the world over for the stampede who came and panned the gold from the frozen ground. Eventually the hand miners' diggings gave way to new mechanized forms of mining. Standing seven stories and weighing over 3000 tons and able to process roughly 600 tons of gravel every hour, Dredge No. 4 was the largest of its kind in North America.



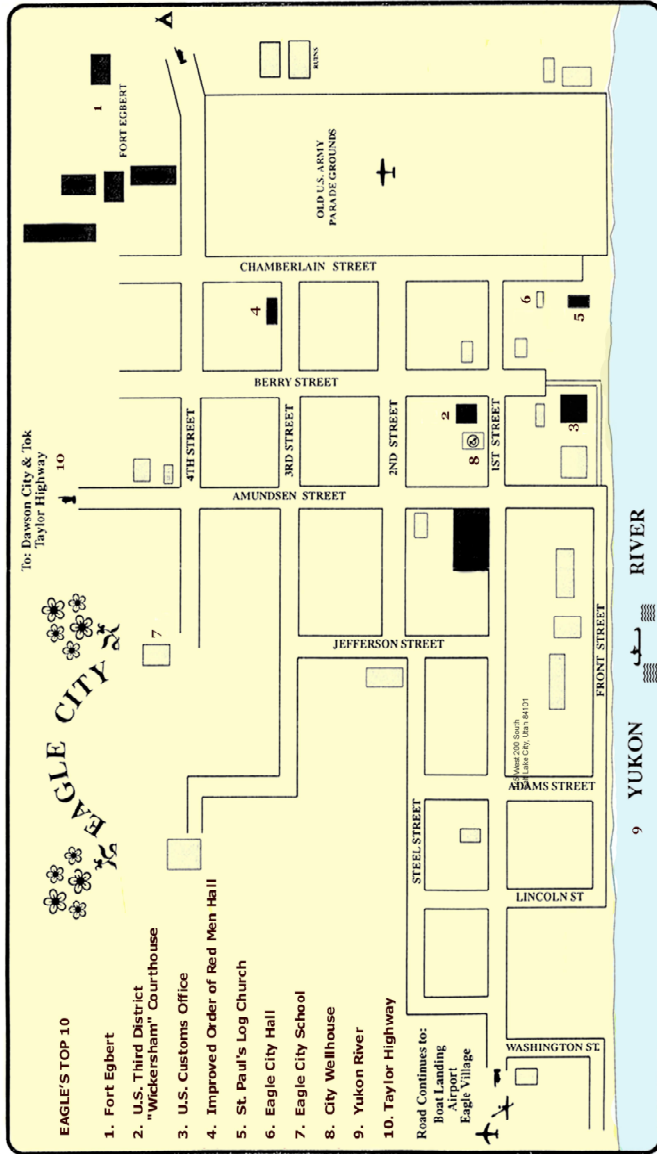
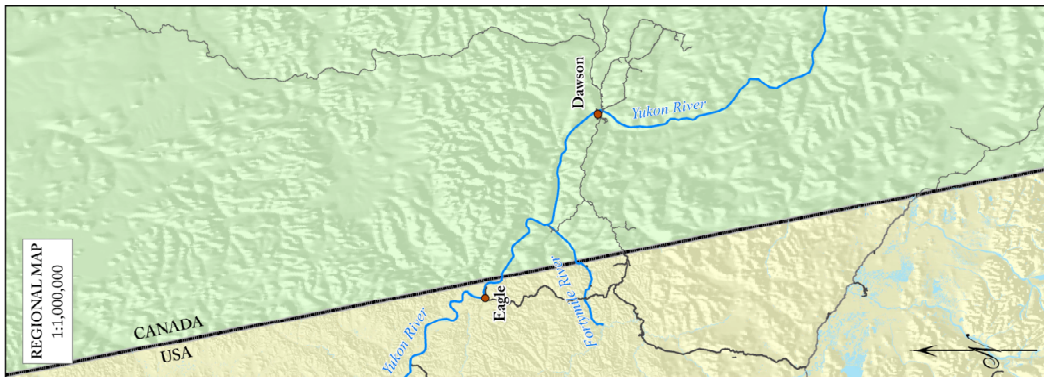
DAWSON CITY

The source for excitement, the destination for adventure, the place that makes history come alive.

Dawson City, Yukon Territory
International Klondike Gold Rush Trail
Linking History, Communities, Places and People

All historical photos and information has been provided by Parks Canada & the Klondike Visitors Bureau, unless cited otherwise.





EAGLE'S TOP 10

1. Fort Egbert
2. U.S. Third District "Wickersham" Courthouse
3. U.S. Customs Office
4. Improved Order of Red Men Hall
5. St. Paul's Log Church
6. Eagle City Hall
7. Eagle City School
8. City Wellhouse
9. Yukon River
10. Taylor Highway

Road Continues to:
Boat Landing
Airport
Eagle Village



Eagle, Alaska

International Klondike Gold Rush Trail Linking History, Communities, Places and People

As a critical stop along the Yukon River, Eagle formed as a transportation hub to the Klondike. Today, the history of Eagle is preserved within the Eagle National Historic District, which owes its existence to the diligence of countless individuals, organizations and agencies over many years. Foremost, it is a standing testament to collaboration between private and public organizations; individuals and corporations; local, state and federal governments. Today, it is cooperatively managed by Eagle Historical Society and Museums, the City of Eagle and Bureau of Land Management, with the continuing support of National Park Service.

MAPDATA

Data Courtesy of: The National Park Service; The Eagle Historical Society; the State of Alaska; Canada; Cognate and ESRI.
 Publications Date: April, 2008
 Map: Drawn by: Lindsay Winkler; Utah State University
 Projection: Alaska Albers Equal Area





FORT EGBERT

Early during the gold rush, miners' meetings were the only local means to resolve squabbles. Hearing reports of lawlessness and starvation in the Upper Yukon, the US military in 1899 built Fort Egbert to bring law and order and establish a US presence near the international border.



ST. PAUL'S LOG CHURCH

St. Paul's Church began as a Presbyterian mission cabin in 1899, evolved into a church and operated for many years as a parish of the Episcopal Diocese. Clergy traveled long distances, even by boat and on foot, to minister to Eagle's people, including miners out on the creeks.



THE YUKON RIVER

The Yukon was the superhighway of its time. Its silty waters, and the wood-gorging sternwheelers navigating them, provided prospector transportation into and out of new goldfields. The river brought mail, critical winter food & supplies, and mining equipment. Just as it had always given to the Han Athabascans, the Yukon offered life-sustaining fish as well as a route to beautiful hunting and trapping.



US 3RD DISTRICT "WICKERSHAM" COURTHOUSE

Completed in 1901, Judge Wickersham's Third District Federal Courthouse was the first in Interior Alaska. The Judge's district encompassed 300,000 square miles, but he nevertheless held court throughout his entire district, traveling by foot, snowshoes, boat, horse and dog team.



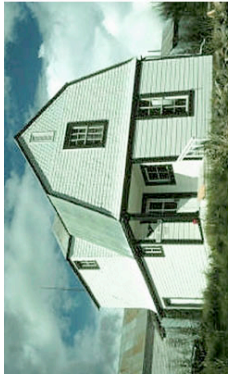
EAGLE CITY HALL

Recognizing the need for local government, Eagle residents elected their first mayor and council in 1898. Passage of the 1900 Alaska Civil Code provided for self-rule, and in 1901 Eagle was incorporated as a second-class city—the first incorporated city in Interior Alaska. The log City Hall was built that same year.



TAYLOR HIGHWAY

The Taylor Highway—a long, steep gravel road winding through the mountains of Interior and ending at Eagle—was completed in 1953, but its routes and usage go back in time—even to traditional Native trails. A portion of the highway follows the Old Eagle-Vulzeck trail, blazed in gold rush times to provide an All-American Route into the Interior and to Alaskan gold.



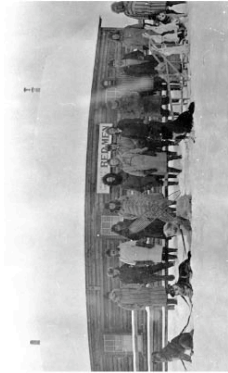
US CUSTOMS OFFICE

Keeping an eye out for smugglers, lawbreakers and epidemics, US Customs watched the US-Canada border near Eagle, and local Customs agents worked day and night to keep up with busy sternwheeler traffic on the Yukon.



EAGLE CITY PUBLIC SCHOOL

Public education began upon incorporation of the city. Early classes were held in the Courthouse, then, in 1903, Eagle's first Public School was completed. No longer used for educational purposes, the well-preserved building hosts community functions and is a check-point for the annual Yukon Quest and Percy DeWolfe sled dog races, commentating and saluting dog team transportation of the gold rush days.



IMPROVED ORDER OF RED MEN HALL

Social and fraternal organizations became increasingly important as a way to stay connected in an isolated territory with the influx of Klondike prospectors. The Improved Order of Red Men, a patriotic and charitable organization, built their log meeting lodge in 1904.



CITY PUBLIC WELLHOUSE

New arrivals from the Klondike had to draw their water from a public watering hole developed through the thick Yukon ice, or they hauled it from a nearby spring or stream. The City Wellhouse, completed in 1903, was hand-dug to a depth of 60 feet, providing year-round water. For years, it was powered by a windmill and today, the wellhouse is used by almost 75% of Eagle residents.

Eagle, Alaska

International Klondike Gold Rush Trail

Linking History, Communities, Places and People

All historical photos and information has been provided by the Eagle Historical Society.



THE
INTERNATIONAL KLONDIKE
GOLD RUSH TRAIL

Appendix G
Annotated Bibliography



Annotated Bibliography of Selected Works

This document is a compendium of selected resources reviewed in the course of research conducted for the International Klondike Gold Rush Trail study. Not all references cited in the reports are included here, nor are all of the annotated works necessarily cited in the reports. Rather, this annotated bibliography offers brief descriptions of those references deemed to be useful to individuals or groups working in furtherance of implementation of the IKGRT or similar projects. The works have been grouped by topical headings paralleling chapters in the main report, and likely to be of value to the reader. Annotations in quotes are taken directly from the cited website descriptions.

History

Alaska Gold Rush Centennials. Alaska Office of History and Archaeology.

<<http://www.dnr.state.ak.us/parks/oha/misc/goldrush.htm>>.

Website hosted by the Alaska Office of History and Archaeology to help promote the 100th anniversaries of gold discoveries that took place around Alaska from 1994-2004, the Alaska Gold Rush Centennial Decade. Contains numerous links to Gold Rush sites, including several with historic photographs, and others for genealogical researchers interested in researching Gold Rush participants.

Alaska's Digital Archives. Rasmuson Library at the University of Alaska Fairbanks, the Consortium Library at the University of Alaska Anchorage, and the Alaska State Library in Juneau.

<<http://vilda.alaska.edu/>>.

“Alaska's Digital Archives presents a wealth of historical photographs, albums, oral histories, moving images, maps, documents, physical objects, and other materials from libraries, museums and archives throughout the state.” Many Klondike Gold Rush images are available through this site.

Alaska's Gold Lode. Alaska State Library. <<http://www.library.state.ak.us/goldrush/HOME.HTM>>.

This virtual archives/library consisting of documents and materials associated with the Klondike and Alaska gold rushes selected from the Alaska State Library's Alaska Historical Collections, the Alaska State Archives, and the Alaska State Museum. Alaska's Gold Lode provides more than 3500 documents relating to the themes explored in the teacher and student study sections of Alaska's Gold Themes

Alaska's Gold Rush. Alaska Division of Archives, Libraries and Museums, Department of Education and Early Development. <<http://www.library.state.ak.us/goldrush/HOME.HTM>>.

An on-line documents-based teaching package, this site was developed by the Alaska Division of Archives, Libraries and Museums, Department of Education and Early Development. It includes sections on the discovery of gold, traveling to the gold fields, the gold mining process, daily life of miners, and the lasting legacy of mining. Numerous valuable links are provided.

Berton, Pierre. Klondike Fever. First Carroll and Graf edition 1985. New York: Carroll and Graf Publishers, Inc., 1985.

Classic saga of the Klondike Gold Rush, detailing the discovery of gold in the Yukon and subsequent adventures of the fortunate and unfortunate to seek its wealth. Particularly descriptive narrative of the Dyea to Dawson City portion of the IKGRT study area.

ExploreNorth. <<http://explorenorth.com/index.html>>.

This site, started in 1997 to cover Yukon & Alaska history for The Mining Company, has expanded to cover the circumpolar North in the broadest sense - from the arts to fishing and hunting, science to tourism. A page with links to the Klondike Gold Rush, <<http://explorenorth.com/library/ya/bl22y.htm>>, is very comprehensive, with numerous anecdotal stories.

Gold Rush Attractions and Historic Sites. Alaska Office of Economic Development, <http://www.dced.state.ak.us/oed/student_info/learn/historicsites.htm>.

This site, sponsored by the Alaska Office of Economic Development, provides a linked menu of Gold Rush communities, leading to short descriptions of many specific sites and activities.

Leonard, John W. The Gold Fields of the Klondike : Fortune Seeker's Guide to the Yukon Region of Alaska and British America. Whitehorse: Clairedge, 1994.

Reprint of an 1897 first-hand account of the Klondike Gold Rush, illustrated with maps, sketches, and photographs. The text includes chapters on the discovery, the geography, and expedition planning, and is interspersed with numerous anecdotal accounts from the gold fields.

Neufeld, David, and Frank Norris. Chilkoot Trail: Heritage Route to the Klondike. Parks Canada, Department of Canadian Heritage. Lost Moose Yukon Publishers, Whitehorse, Yukon, 1996.

Authoritative history of the Chilkoot Trail,

Norris, Frank. "Alaska Tourism, Skagway, and the White Pass and Yukon Route." Cultural Resource Management. Vol 22, No 10 (1999): 39-41.

Traces the development of the White Pass and Yukon RR and its relationship to tourism in the region.

Norris, Frank. Legacy of the Gold Rush: An Administrative History of Klondike Gold Rush National Historical Park. U.S. Department of the Interior, National Park Service, Alaska System, Support Office. Anchorage, 1996.

Complete history of the conception of the KGRNHP, its establishment, and management to the date of writing. Chapter One provides a brief summary of the Klondike Gold Rush, with its particular ramifications on Skagway and Dyea. Remaining chapters deal with historical developments in Seattle, Skagway, and Dyea, and in particular how efforts to preserve the legacy of the Klondike Gold Rush.

Norris, Frank. "Preserving the Klondike Gold Rush Legacy." Cultural Resource Management. Vol 21, No 9 (1998): 14-16.

Brief article summarizing the efforts in the 1950s and 60s to commemorate the Klondike Gold Rush by both the U.S and Canada, leading to the 1976 Act of U.S. Congress establishing the Klondike Gold Rush National Historical Park and the establishment by the Canadian government of the Chilkoot Trail National Historic Site in 1993, leading to the ultimate realization of an International Park.

Official Guide to the Klondyke Country and the Gold Fields of Alaska. Chicago: W.B. Conkey Company, 1897.

Described on the frontispiece as “The most complete and thoroughly exhaustive collection of every known information necessary to a full realization of the immense resources of the gold fields of Alaska, and replete with authentic instructions regarding how to get there, when to go, and what to do when the new Eldorado of the northwest is reached.” This charming book, one of many to hit the press at the time of gold discovery in the Klondike, is enlightening for its description of the route to the gold fields as pitched to would-be prospectors. Illustrated with period photographs and maps.

Roppel, Patricia A. Striking It Rich! : Gold Mining in Southern Southeast Alaska. Studio City: Coachlamp Productions, 2006.

Examines the history of gold mining in southern Southeast Alaska. Text discusses how the early years of placer mining transitioned into more difficult years of extraction in the 20th Century. Valuable for the geographic description of mining localities in the southern panhandle.

Economic

Alaska Department of Community and Economic Development. “Small Business Quick Reference Guide: Ecotourism.” March 2003.

Gives resources on where to find more detailed information on ecotourism specific to Alaska

Alaska Division of Community & Business Development. "2000 Southeast Alaska Commercial Recreation Provider Survey." February 28, 2001.

<www.commerce.state.ak.us/oed/toubus/pub/AWRTA_Powerpoint_FINAL.ppt>.

PowerPoint presenting the findings of an extensive survey of tour operators in at the Southeast Alaska, AWRTA Conference, Juneau.

Alaska Division of Community & Business Development, "2000 Southeast Alaska Commercial Recreation Survey." February 2001. <www.commerce.state.ak.us/oed/toubus/pub/recsurvey.pdf>.

The results of a survey of commercial recreation providers, conducted to acquire information regarding the level and quality of commercial recreational activities currently taking place on the public lands and waters of Southeast Alaska. Provides statistics by recreational activity, including cultural/historic tourism.

Alaska Division of Community and Business Development, Tourism Funding Programs.

<<http://www.dced.state.ak.us/econdev/pub/fundingprograms.pdf>>.

A compilation of information and contacts of sources of funding for the development of tourism in Alaska, including 34 different programs. Each program description includes the program goals, nature of the resource provided, eligibility requirements, and additional comments.

Alaska Office of Tourism Development. "Tourism Product Development Nature-Based Tourism." 3 December 2000. <<http://www.dced.state.ak.us/oed/toubus/pub/NASDA.ppt>>.

PowerPoint presentation presented at the National Conference on Travel and Tourism Development in conjunction with 17th Annual Nevada Governor’s Conference and the Western States Tourism Policy Council, December 3 - 5, 2000, Reno, Nevada. An overview of ecotourism in Alaska and the different types that exist; includes brief discussion of SEatrails as

an example of nature-based tourism.

Alaska Office of Tourism Development. "Trends In International Ecotourism." April, 2001.

<www.dced.state.ak.us/oed/toubus/pub/Trends_in_International_Ecotourism.ppt>.

Short PowerPoint presentation on the development of ecotourism in Alaska, presented in Kotzebue, AK, in April 2001

Alliance of National Heritage Areas. "Impact of Heritage Tourism Spending." 2005.

<<http://www.travelks.com/resources/PDF/96-ANHA%20Eco%20Imp%20Report.pdf>>

Six page pamphlet summarizing the benefits of National Heritage Areas to local economies. Includes numerous statistics and case studies.

Brudie, Odin. "The Future of Rural Tourism." February 18, 2004. Alaska DCED Office of Economic Development. <http://www.commerce.state.ak.us/oed/toubus/pub/AVI_RURAL.ppt>.

PowerPoint presentation delivered at the Alaska Village Initiatives Rural Small Business Conference in Anchorage. Has some good general information on rural tourism (ecotourism) in Alaska, charting some trends and statistics.

Fay, Ginny. SEATrails: Tool for Economic Development. 03 August

2001 <<http://209.85.173.132/search?q=cache:qTgnksPMgNkJ:www.commerce.state.ak.us/oed/toubus/pub/Seatrails080301.ppt+Fay+seatrails+%22economic+development%22&hl=en&ct=clnk&cd=1&gl=us>>.

PowerPoint presenting the economic rationale for a Southeast Alaska trails system (SEATrails). Numerous statistics are used to present current tourism in SE Alaska, and trends for the future in support of the SEATrails concept.

Go for Green, "The Economic Benefits of Trails." Ottawa, Ontario

<<http://atfiles.org/files/pdf/econgo4green.pdf>>.

The report breaks down the economic impacts of trails in Canada. Included is an examination of the amount of trail use, the amount of money spent on trail use, job creation, impacts on property value, and economic impact on adjacent communities. Walking is the top ranked physical activity in Canada and has been for some time. Most trail systems create over a thousand new jobs and create revenues in the millions of dollars for local communities. A large majority of community members believed that having a trail near their property would increase their land value and decrease the time a property is on the market.

Hingston Roach Group, Inc., "International Selkirk Loop 2006 Traveler Conversion Study Final Report (U.S. version)." Grangeville, ID: March 2007.

Results of a study undertaken to "measure the effectiveness and return on investment of the paid advertising placed by the International Selkirk Loop, Inc., based on the percentage of people who responded to ISL advertising by inquiring and then converting into visitors.

Another key purpose of the Study was to learn more about the demographics, activities, planning, and travel habits of those people who inquired about, and visited, the Selkirk Loop."

Lichty, Richard . "Summary of Quantifying the Economic Impacts of Scenic Byway Designation ."

Bureau of Business and Economic Research School of Business and Economics University of Minnesota – Duluth. August 2001

<http://bywaysresourcecenter.org/resources/uploads/Economic_Impact_Research_Summary_Report.pdf>.

The study analyzed 21 scenic byways impact studies to determine the economic impact of

scenic highway designation. It was found that the impact of scenic byway designation varied from minimal to significant. The study was mainly concerned with the methodology of carrying out economic impact studies on scenic byways and noted approaches that did and did not work throughout the different studies.

Moore, Roger, and Kelly Barthlow. "The Economic Impacts and Uses of Long-Distance Trails: Featuring a Case Study of the Overmountain Victory National Historic Trail." March 1998, Department of Parks, Recreation and Tourism Management, North Carolina State University, Raleigh, N.C.

This case study of the Overmountain Victory NHT (OVT) was the first comprehensive study of any of America's national scenic and historic trails to focus on economic impact generated by trail visitation. A review of existing studies of national trails included in the report shows that "the levels of these impacts may vary depending on the trails themselves, the users, and the size and structure of the local economy, and that users' levels of expenditures seem to be particularly affected by how far they travel to get to the trail, how long they stay, and what types of lodging they use." This national data is summarized in tabular and textual form. The results of the case study showed that "visits to OVT sites were found to generate a significant economic impact in 1995."

Murray, Ray. U.S. National Park Service Rivers, Trails and Conservation Assistance Program Pacific West Region. Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors. San Francisco: 1995, Fourth Edition, Revised.

A very useful guide to the potential economic benefits accruing from the protection of greenways, although focused primarily on physical corridors. In the words of the authors, it is intended to provide a "user friendly framework for understanding potential economic impacts of greenways. The primary aims of the publication are to "encourage local professionals and citizens to use economic concepts as part of their effort to protect and promote greenways, provide examples of how greenways and parks have benefited local and regional economies, demonstrate how to determine the potential economic impacts of river, trail, and greenway projects, and to suggest other sources of information." Available for download at <<http://www.nps.gov/pwro/rtca/econindx.htm>>.

Petraglia, Lisa, Barbara Koch. "Economic Impacts of Scenic Byways." Conference on Transportation & Economic Development, Portland, Sept.2001.

A presentation on the economic impact of scenic byways. Provided is a good diagram of the various ways that scenic byways may have an economic impact on a region. Overview analysis of several studies done on scenic byway's economic impact provides some useful numbers and demonstrates the broad divergence in results.

Stynes, D. J. & Sun, Y. (2005). "Impacts of Visitor Spending on the Local Economy: Chesapeake & Ohio Canal National Historical Park, 2003." East Lansing, MI: Department of Community, Agriculture, Recreation and Resource Studies, Michigan State University

A useful report that covers a trail system following the route of a canal/river system. It has some useful economic impact figures for trips per day/night.

U.S. Department of Highway Administration. Case Study on the Great River Road: Final Case Study for the National Scenic Byways Study. Washington: FHWA, 1990.

The report focuses on tourism along the Mississippi River and the Great River Road. There has been tremendous growth in the economic value of tourism along this route

since 1979, both in money spent and in jobs created. The improvement of the Great River Road was found to have had both direct and indirect impacts on the amount of money spent by governments and private entities in improving their properties and amenities along and near the route. In an attempt to spur further tourism development, the parties involved sought to designate the Mississippi River as a National Heritage Corridor.

U.S. Travel Data Center. The Economic Impact of Travel on Scenic Byways, 1990 U.S. Dept. of Transportation, Federal Highway Administration

This report provides estimates of economic impact by tourism along scenic byways in the years 1986 and 1988. The report found large variations in the economic impact and growth rates among the scenic byways they examined.

The amount of job payroll created by scenic byways was more positive and consistent, though the increase between 1986 and 1988 varied widely again.

The report singles out job creation as one of the most important and beneficial economic impacts of scenic byways. The study concludes that in 1988 scenic byways across the nation generated nearly one billion dollars in tourism revenue along the routes.

Urban Institute, Economic Impacts of Scenic Byways: Final Case Study for the National Scenic Byways Study. Washington: U.S. Dept. of Transportation, Federal Highway Administration, 1990.

The report lays out some suggested methods for estimating the economic impact of tourism along a scenic byway using car trips and jobs. They also delve into multiplier effects, whereby tourism spurs economic development in areas that might not normally be assumed to be impacted by tourism, such as land values and development patterns. The study also looks at land development control methods to protect the integrity of a scenic byway and provide for the best relationship between the byway and communities. The report concludes that although scenic byway designation has the potential to generate tourism, designation alone is not sufficient. There must be a comprehensive plan to market and improve the route before significant increases can be expected.

Heritage Tourism

Cultural Heritage Tourism. Heritage Tourism Program of the National Trust for Historic Preservation. <<http://www.culturalheritagetourism.org/>>.

Cultural Heritage Tourism website managed by the Heritage Tourism Program of the National Trust for Historic Preservation, developed as a resource for organizations and individuals who are developing, marketing or managing cultural heritage tourism attractions or programs. Includes collections of cultural heritage success stories from across the country, cultural heritage toolkits, an archive of Cultural Heritage Tourism News online publications, and numerous useful links. Of particular value is a section entitled *Getting Started: How to Succeed in Cultural Heritage Tourism*, describing five principles and four steps to a successful program.

Cultural Heritage Resources. <<http://www.heritagearearesources.com/>>.

Website portal developed by Cultural Heritage Resources, providing a directory of Cultural Heritage Tourism Resources, information about Heritage Inventory tools, and links to research, grants and funding opportunities, and other online resources relating to cultural heritage, heritage tourism, heritage preservation, and promotion.

PreservationDirectory.com.

<<http://www.preservationdirectory.com/HistoricalPreservation/Home.aspx>>.

This is a comprehensive online resource for historic preservation, building restoration and cultural resource management in the United States & Canada. The stated goal of the site is “to foster the preservation of historic buildings, historic downtowns and neighborhoods, cultural resources and to promote heritage tourism by facilitating communication among historic preservation professionals and the general public.” Of relevant value are the links to preservation and heritage tourism organizations.

Preservation Nation. National Trust for Historic Preservation. <<http://www.nationaltrust.org>>.
National Trust for Historic Preservation site includes information on heritage Tourism.

Preserving America's Heritage. Advisory Council on Historic Preservation. <<http://www.achp.gov/>>.
Website of the Advisory Council on Historic Preservation (ACHP), an independent federal agency that promotes the preservation, enhancement, and productive use of our nation's historic resources, and advises the President and Congress on national historic preservation policy. Of particular relevance is a section on heritage tourism
<<http://www.achp.gov/heritagetourism.html>> containing valuable information of heritage tourism including a listing of Federal programs that can help promote and support heritage tourism initiatives.

Toolkit of Best Practices, Heritage Preservation Programs. Georgia Department of Community Affairs. <<http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=50>>.

Site summarizes planning techniques related to heritage preservation, and provides numerous links to specific success stories within the state. Also includes numerous links to national resources useful in heritage preservation planning.

Designation - Trails (including National Historic and Recreational Trails)

Alaska Department of Natural Resources, Division of Parks & Outdoor Recreation. Alaska Recreational Trails Plan. Anchorage: October 2000.

Planning guide intended for trail planners, managers, and users “to existing trail funding sources; technical assistance on all aspects of trail acquisition, development maintenance, and safe and enjoyable trail use; nominating trails into the Alaska Trails System; and getting in touch with other trail users and managers to cooperate in improving and promoting Alaska’s trails.”

Alaska State Trails Program. Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation, Office of History and Archaeology. <<http://dnr.alaska.gov/parks/aktrails/>>.

Homepage of the Alaska Trails System, a network of trails “recognized for their recreational, scenic, and historic value, including both land and water-based trails.” The system connects communities, natural areas, and trail users on trails “nominated, evaluated and recommended by the Trails and Recreational Access for Alaska Citizens Advisory Board (TRAAK Board).” Includes information on trails throughout the state, including the Iditarod National Historic Trail.

American Trails. American Trails. <<http://www.americantrails.org/>>.

American Trails is the self-described “only national, nonprofit organization working on behalf

of ALL trail interests,” offering a “collective voice for a diverse coalition of trails enthusiasts, land managers, conservationists, and friends of outdoor recreation and livable cities.” Their website “is the world's largest online resource for planning, building, funding, managing, and supporting trails and outdoor recreation.” The organization produces an informative email newsletter accessible through the website. Invaluable library of links to trail and corridor related sites at <<http://www.americantrails.org/resources/index.html>>

Captain John Smith Chesapeake National Historic Trail - Park Planning. U.S. Department of the Interior, National Park Service. <<http://www.nps.gov/cajo/parkmgmt/planning.htm>>.

Describes the planning process followed for the Captain John Smith Chesapeake National Historic Trail. Includes information on public scoping, as well as downloadable documents of the Feasibility Study and Environmental Assessment, and the Statement of Significance.

Elkinton, Steve, What does it take to become a National Trail? An Analysis of National Trails Feasibility Studies. National Trails System Program, NPS Office of Park Planning and Special Studies, National Park Service, December, 2003.

This 34 page analysis of NTS feasibility studies is targeted at agency officials and staff who are responsible for conducting and reviewing these studies, for the purpose of reviewing best practices from previous studies for application to future proposals. Includes a concise summary of all trails enacted prior to date of publication, including context for establishment. The report finds that the majority of feasibility reports deal with National Historic Trail designation and are carried out by the NPS (No non-NHT has been approved since 1983). It goes on to make further recommendations in the areas of timing, quality, public involvement, specific consideration for National Historic Trails, and alternatives to NTS designation. The study makes several recommendations to enhance NTS feasibility studies in the areas of process, format, and content of the study. The report also contains some helpful indexes of characteristics of the 39 feasibility studies. Will be particularly useful in the next phase of the IKGRT, should pursuit of national trail status become the preferred approach to designation.

FHWA National Recreational Trails Program. U.S. Department of Transportation, Federal Highway Administration, Division of Planning and Environment, Recreational Trails Program. <<http://www.fhwa.dot.gov/environment/rectrails/>>.

“The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.” This site provides an overview of the program, with examples of projects, guidance for application, and numerous useful links.

Friends of the John Smith Chesapeake Trail. The Chesapeake Bay Foundation. <<http://www.friendsofthejohnsmithtrail.org/>>.

Site describes the vision and background of the Captain John Smith Chesapeake National Historic Trail, the nation’s first entirely water-based national historic trail. FAQs discuss costs and economic benefit of the trail to the area.

Iditarod National Historic Trail. Iditarod National Historic Trail Alliance. <<http://www.iditarodnationalhistorictrail.org/>>.

The Iditarod Historic Trail Alliance “is a statewide nonprofit organization chartered to advance the knowledge, appreciation, and enjoyment of the historic Iditarod Trail.” Their website is a central clearinghouse to information on the history, recreational and tourism opportunities, administration and management, and other information about the corridor.

Lewis & Clark National Historic Trail. U.S. Department of the Interior, National Park Service.

<<http://www.nps.gov/lecl/>>

Home page for the Lewis & Clark National Historic Trail, a useful case study for its similarity and potential application to the IKGRT corridor. The “trail” extends over 3,700 miles, passes through 11 states, and includes more than 100 sites (of which only 5 are NPS owned/administered) from Illinois to the Pacific Coast. Visitor centers are located in each of the states it passes through. Because the great majority of the trail was water-based, following river courses of the Missouri, Clearwater, Snake, Columbia, most tourists experience the corridor from road system that roughly parallels, but is often some distance from the original route. The strategic plan can be accessed through this site, as well as useful information about the over-500 Challenge Cost Share Program (CCSP) projects funded along the trail since 1995.

National Trails System. U.S. Department of the Interior, National Park Service.

<<http://www.nps.gov/nts/>>.

Home page of the NPS National Trails System. Includes divisions linking to general information, a map of the National Trails System, information about existing designated trails, publications, news updates, and the Partnership for the National Trails System.

National Trails System Act. P.L. 90-543, as amended through P.L. 110-229, May 08, 2008.

<<http://www.nps.gov/nts/legislation.html>>.

The legislation, as amended, establishing the National Trails System. The 23-page act in its entirety defines the trails system, its purposes and values, and the various trail types of which it is comprised. Describes all currently designated National Scenic and Historic Trails, along with particular legislation unique to each. Outlines the process for establishment, including studies required, administration of designated areas, and appropriations.

National Wild and Scenic Rivers System. U.S. Department of the Interior, National Park Service, National Center for Recreation & Conservation. <<http://www.rivers.gov/>>.

“The National Wild and Scenic Rivers System was created by Congress in 1968 to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. The Act is notable for safeguarding the special character of these rivers, while also recognizing the potential for their appropriate use and development. It encourages river management that crosses political boundaries and promotes public participation in developing goals for river protection.” This homepage of WSR includes guidelines on eligibility, classification and management of wild and scenic rivers, as well as numerous useful links.

Partnership for the National Trails System. Partnership for the National Trails System.

<<http://www.nationaltrailspartnership.org/>>.

Home page of the nonprofit corporation organized to further the protection, completion, and stewardship of the National Trails System. Provides links to links to participating partners and trail organizations.

Smith, Darren, and Steve Elkinton. "The National Trails System." About.com: U.S. & Canadian Parks.

<<http://usparks.about.com/library/weekly/aa060599.htm>>,

<<http://usparks.about.com/library/weekly/aa061799.htm>>,

<<http://usparks.about.com/od/hikingtrails/a/elkinton2.htm>>

Excellent three-part interview with Steve Elkinton, program leader for the National Trails System, conducted by Darren Smith, for About.com in June, 1999, and January, 2007. Explores

the origin of the NTS, designation process, its successes and failures, and Elkinton's thoughts about the future of the program.

U.S. Department of the Interior. Bureau of Outdoor Recreation. Northwest Regional Office. The Iditarod Trail (Seward-Nome Route) and Other Alaskan Gold Rush Trails: A Draft Report of a Cooperative Study Prepared by the Northwest Regional Office, and the Bureau of Outdoor Recreation under the Authority of the National Trails System Act. 1977.

The National Trails System Act of 1968 established a national system of scenic and recreational trails, and directed that 14 specified routes be studied for their potential inclusion in the system, including the Gold Rush Trails in Alaska. This 232 page study, undertaken in response to the Act, researched five primary gold rush trails mentioned during congressional discussion: the Chilcoot, White Pass, and Dalton Trails (to the Canadian border), the Valdez Trail from Valdez to Fairbanks, and the Iditarod Trail. Other trails identified as possessing high historic, scenic, and/or recreational value were also considered, including the alignment of the Washington-Alaska Military Cable and Telegraph System. The report proposed designation of the Seward-Nome (Iditarod) route as a National Historic Trail and inclusion in the National Trails System, and recommended that none of the other trails or routes be considered for inclusion in the National System at that time. Each of trail description includes an overview of historic and natural setting, analysis of present and prospective trail use, and recommendation based on evaluation against the NTSA criteria.

Designation - Scenic Byways

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

“NSBO is the Internet development, website research, and online application support team for the National Scenic Byways program. The NSBO supports the four main purposes of the NSB program, which are to market America's Byways; to provide Byway Community support; to publish FHWA information; and to maintain an inventory of all byways in the U.S. The National Scenic Byways program websites.” Additional sites and pages within this site include:

<<http://www.bywaysonline.org>> - the program support website for grants, nominations, forums, byway inventory, and national marketing

<<http://www.bywaysresourcecenter.org>>. - “for byway organizations navigating through various stages of development, which taps a variety of information resources to help train and guide the byway community.” (sponsored by the Arrowhead Regional Development Commission in partnership with the Federal Highway Administration).

<http://www.bywaysonline.org/grants/funded/funded_report?report=summary_state&format=html> - Tabular summary of National Scenic Byway grants from 1993 through 2007, organized by state. Includes project description and amount funded.

Alaska Marine Highway System. Alaska Department of Transportation & Public Facilities. <<http://www.dot.state.ak.us/amhs/index.shtml>>.

Homepage of the AMHS, with travel options, route descriptions, booking information, etc.

Alaska's Scenic Byways. State of Alaska Department of Transportation & Public Facilities.

<<http://www.dot.state.ak.us/stwdplng/scenic/index.shtml>>.,

“This website features each of the state's byways and is designed to help (visitors) start the travel planning process.” A separate section contains programmatic information about Alaska Byways Program including definitions, and information regarding the nomination process, themes, benefits, funding, regulations, and management. Regular newsletters issued by the program are posted on the site.

Jensen Yorba Lott, Inc. Haines Highway Corridor Partnership Plan. Juneau, AK. 2007.

<www.haines.ak.us/hainesweb/byway/draftsandmaps/Haines_CPP_Sept_2007_final_smaller.pdf>.,

Jensen Yorba Lott, Inc., Juneau, Alaska,

The 106-page corridor plan completed for the forty-mile Haines Highway Alaska State Scenic Byway fulfills requirements for designation in the America's Byways Program. It defines the purpose, goals, and values of the route, presents the benefits of designation, defines the intrinsic qualities of the corridor, provides detailed road and traffic data, and discusses tourism and interpretation opportunities, concluding with an action plan for implementation.

Jensen Yorba Lott, Inc. Alaska's Marine Highway Corridor Partnership Plan. February 2002.

Plan prepared as part of the nomination of the AMH as a National Scenic Byway. It defines the purpose, goals, and values of the route, presents the benefits of designation, defines the intrinsic qualities of the corridor, provides detailed road and traffic data, and discusses tourism and interpretation opportunities, concluding with an action plan for implementation.

Mastran, Shelley. Protection of America's Scenic Byways. National Trust for Historic Preservation, 1996.

A twenty-page guide to the Scenic Byways Program at the national, state and local levels and the National Scenic Byways Program established by the Intermodal Surface Transportation Efficiency Act.

“National Scenic Byways Program FY 2008 Grant Information.” U.S. Department of Transportation. Federal Highway Administration, National Scenic Byways Program. <<http://www.grants.gov/>>.

This document provides step-by-step information on preparing applications for consideration and funding by the by the Federal Highway Administration (FHWA). Included are criteria for eligible fundable activities, including state and Indian tribe scenic byway programs, corridor management plans, safety improvements, byway facilities, access to recreation, resource protection, interpretive information, and establishing marketing programs.

Scenic America :: National Scenic Byways Program. Scenic America.

<<http://www.scenic.org/byways>>.

Scenic America, a national nonprofit organization dedicated to preserving and enhancing the visual character of America's communities and countryside, sponsors this webpage devoted to the National Scenic Byways program. In addition to thorough documentation of NSBs, there are links to state scenic byways programs, byway and corridor management plans, and information related to the economic benefits of scenic byways.

Yukon Scenic Drives. Yukon Government – Department of Tourism & Culture.

<<http://travelyukon.com/thingstodo/yukonscenicdrives/>>.

Site provides information on the seven Yukon Scenic Drives, with maps and recommended travel itineraries. Both the Golden Circle and the Klondike to Kluane Loop are within the IKGRT area. A specific link to the Golden Circle route, the designated 600 km Yukon Scenic Drive loop through the gold rush country of SE Alaska and Whitehorse, Yukon, is available at

available at <http://travelyukon.com/Documents/golden_circle.pdf>. Information on the 1,435 km Klondike/Kluane Loop Scenic Drive, connecting Whitehorse, Dawson City, and Haines Junction via the North Klondike Highway, the Top of the World Highway, and the Alaska Highway, can be obtained at <http://travelyukon.com/Documents/07139Y-TCM%20itn_kluaneklondike_fnl.pdf>.

Designation - Heritage Areas

A More Systematic Process for Establishing National Heritage Areas and Actions to Improve Their Accountability Are Needed (testimony of Barry T. Hill, U.S. General Accounting Office Director of Natural Resources and Environment) Committee on Energy and Natural Resources, U.S. Senate, Tuesday, March 30, 2004.

Among significant findings, the GAO determined that there was no systematic process in place for identifying qualified sites and designating them as national heritage areas. It was also determined that while “each area’s designating legislation imposes matching requirements and sunset provisions to limit the federal funds . . . five areas that reached their sunset dates had their funding extended.” Particularly noteworthy was that finding that despite hearsay complaints, “heritage areas do not appear to have affected property owners’ rights.”

Alliance of National Heritage Areas. Alliance of National Heritage Areas. <<http://www.nationalheritageareas.com>>.

Website of the Alliance of National Heritage Areas, a membership organization of the Congressionally designated National Heritage Areas, committed to raising awareness among the Administration, Congress, its partners, and the public of the benefits of National Heritage Areas to the public sector and private citizens and fostering educational opportunities and partnerships among organizations in the heritage development field. Included are updates of funding received by NHAs during the reporting year.

Also accessible through the site are annual reports produced by ANHA, which include short synopses of featured heritage areas, summarizing their highlights, visitation, and economic benefits to local communities.

Barrett, Brenda, and Carol Van West. Getting Started in Heritage Areas. National Trust for Historic Preservation, 2005.

The heritage area movement has been growing strong over the past 20 years, with 19 congressionally designated National Heritage Areas and countless state and local heritage areas. All of these groups combine preservation, recreation, economic development, heritage tourism, and heritage education to interpret and promote their own distinctive regional landscape. This 20-page booklet examines how these areas got started and ingredients for their success, and provides step-by-step advice for regions that want to launch their own heritage area.

Barrett, Brenda. "National Heritage Areas: Places on the Land, Places in the Mind." The George Wright Forum 22 (2005): 10-18. <<http://www.georgewright.org/221barrett.pdf>>.

In a paper originally presented at the Conservation Lecture Series at the University of Vermont, on October 14, 2003, the NPS National Coordinator for Heritage Areas discusses the origins of the NHA program and outlines its benefits and values to local regions as a community-driven initiative. She describes how designation provides both opportunities for resource conservation

and opportunities for community renewal.

Barrett, Brenda, and Suzanne Copping. "National Heritage Areas: Developing a Model for Measuring Success." US/ICOMOS 7th Annual International Symposium, 25-27 Mar. 2004, Natchitoches, LA. <<http://www.nps.gov/history/heritageareas/REP/research.htm>>

A heritage area is an area that has a shared heritage that has been formed through relationships between community leaders, business leaders and residents. National Heritage Areas are established by Congress and today there are 24 such designated areas. National Heritage Areas are unique in that instead of being managed by the National Park Service, control remains largely with local interests through the use of Federal Commissions or NGOs. Currently, there is no litmus test to determine the suitability of an area for designation, and so far attempts to create a standardized set of requirements have been stifled. The federal government is concerned about the economic value and long-term success of these areas and so the NPS uses four data collection methods to create program accountability. All of the NHAs are or were "working landscapes" where the way of life is becoming or has become obsolete. NHA designation can be seen than as an attempt by economically unviable areas to reverse their fortunes.

Copping, Suzanne. "The Current State of Heritage Areas Research: Challenges and Opportunities." 2005 Northeastern Recreation Research Symposium. Proceedings of the 2005 Northeastern Recreation Research Symposium. Vol. Gen. Tech. Rep. NE-341. Newton Square, PA: U.S. Department of Agriculture, Forest Service, Northeastern Research Station, 2006. 24-30. <<http://www.treesearch.fs.fed.us/pubs/22271>>,

In this paper presented on the 20th anniversary of the designation of the nation's first heritage area, the Assistant Coordinator of the NPS National Heritage Areas program discusses the ongoing need for research to understand the successes and failures of NHA designation. Current challenges to the program are explored, as a preface to a call for expanded dialog on the subject between practitioners and academics.

Critical Steps and Criteria for becoming a National Heritage Area. U.S. Department of the Interior, National Park Service. <www.nps.gov/history/heritageareas/rep/criteria.pdf>.

Short bulletin outlining the four critical steps that must occur prior to congressional designation of a national heritage area. The publication also discusses the suitability/feasibility study, which is one of the four steps.

Economic Benefits of National Heritage Areas. The Center for Desert Archaeology. <http://www.cdarc.org/pages/what/current/national_heritage/nha_benefits.php>.

Brief and succinct discussion of economic benefits derived from currently designated NHAs, with useful links to other heritage sites.

National Heritage Areas. U.S. Department of the Interior, National Park Service. <<http://www.nps.gov/history/heritageareas/>>.

The NPS portal to National Heritage Areas, serving as an invaluable primary site including links to and information about existing NHA designated sites, as well as resources for communities exploring possible designation. Information is provided on legislation, heritage development resources, funding, etc. A "Heritage Areas Toolbox" provides links to preservation, conservation, education, community engagement and tourism tools and resources.

National Trust for Historic Preservation. Cultural Heritage Tourism Resource Manual. <http://www.nasaa-arts.org/artworks/resource_manual.pdf>..

Online directory of resources compiled by the National Trust for Historic Preservation on behalf of Partners in Tourism, and supported by American Express and the National Endowment for the Arts. This thirty page directory of resources lists 40 national and international agencies and organizations involved with the common goal of advancing the role of culture and heritage in the travel and tourism industry. Includes brief description of each organization, as well as phone and email contacts.

Prola, Rosemary. "Best Practices in Heritage Development from the National Heritage Areas." Fall 2005. <<http://www.nps.gov/history/heritageareas/REP/10BP2006.pdf>>.

Completed for the National Park Service and the Alliance of National Heritage Areas, this 33-page document describes ten national heritage areas, each of which presents new ideas, approaches or lessons that heritage organizations and partnerships can apply in their own regional conservation initiatives. Each case study offers a description of the area, followed by a discussion of project goals, partnerships, funding, and implementation process. Summaries of outcomes, challenges faced, and advice to others are particularly useful to others considering NHA designation.

Designation - Canadian Models

Canada. Minister of Public Works and Government Services Canada. Ottawa. Cultural Framework for Canadian Heritage Rivers, Version 2. 2001.

Classifies the historic connections between rivers and human activity in Canada, and provides a framework for the designation of CHRs.

Canadian Heritage Rivers System. Parks Canada, Canadian Heritage Rivers System.

<http://www.chrs.ca/Main_e.htm>.

Homepage of the Canadian Heritage Rivers System, Canada's national river conservation program. The CHRS "promotes, protects and enhances Canada's river heritage, and ensures that Canada's leading rivers are managed in a sustainable manner." The site defines the purpose of the system, describes the nomination process, and provides links to additional information including existing designations.

Convention Concerning the Protection of the World Cultural and Natural Heritage. United Nations Educational, Scientific and Cultural Organization. <<http://whc.unesco.org/pg.cfm?CID=175&l=EN>>.

Defines the purpose and values of world heritage, and sets forth the criteria for designation of world heritage sites, as enacted by the General Conference of the United Nations Educational, Scientific and Cultural Organization meeting in Paris from 17 October to 21 November 1972.

Designation - Grassroots Marketing

Crowley, Richard. "The Creation of a Circle Tour: A Case Study of the International Selkirk Loop." Bachelor of Tourism Management Tourism Research Innovation Project, Malaspina University-College, Vancouver Island University, BC. 2007.

A brief narrative summary of the creation of the ISL from its original conception by US Forest District Ranger, Fred Gonzalez, in the mid-1990s through the present. Includes the process of formal recognition, development of bylaws, and multi-national coordination of the 200-mile

loop spanning British Columbia, Idaho, and Washington.

Hingston Roach Group, Inc. The International Selkirk Loop Corridor Management Plan. International Selkirk Loop, Inc. Bonners Ferry, ID, 2005. <<http://selkirkloop.org/index.php?msid=66>>.

The Corridor Management Plan developed for the ISL, including the following chapters: Introduction to the International Selkirk Loop; Corridor Management Plan Process; Regional History, Trends, and the Role of Tourism; Intrinsic Qualities of the Loop - Strategy to Maintain & Enhance Qualities; The Loop's Key Assets & Sites - Proposed Site Development; Signs & Interpretation Along the Loop Selkirk Loop; Highway Safety, Design & Traffic; Marketing the Loop; and Corridor Management Plan Implementation Partners and Their Roles. An important prototype for potential application to the IKGRT.

Land Design North. Southeast Alaska Trail System Trails and Transportation Master Plan. May 2005. SEATrails. <http://www.seatrails.org/documents/seatrails_tttmp.pdf>.

The Trails and Transportation Master Plan (TTMP) “identifies resources, infrastructure, needs, and possible funding steps and sources” to help SEATrails achieve their goal of developing a “cohesive regional visitor attraction based on designated hike, bike, and paddle trails, participating communities, and Alaska’s Marine Highway System.”

McDowell Group, Inc. SEATrails Business and Marketing Plan. Juneau, Alaska, November 28, 2007.

Business and marketing plan “created to provide SEATrails the tools it needs to take the organization to the next level – to achieve sustainability, establish and strengthen partnerships, and ultimately fulfill the SEATrails mission.” Research included visitor profile surveys, site visits and interviews, case studies of similar projects, and website research.

Southeast Alaska Trails System. The Southeast Alaska Trails System. <<http://www.seatrails.org/>>.

Website of the Southeast Alaska Trails System (SEATrails). Includes section on grants and planning applicable to communities within the SE Alaskan portion of the IKGRT corridor.

Two Nation Birding Vacation. International Selkirk Loop. <<http://twonationbirdingvacation.com/>>.

Website of a partnership created to promote sustainable birding and eco-tourism within the region of the International Selkirk Loop. Offers birding oriented specialty tours paralleling the ILS loop.

Welcome to the Golden Circle Route. Golden Circle Route.com. <www.goldencircleroute.com>.

Website of the Golden Circle Route, the self-described “original Alaska/Yukon gold rush route.” A marketing confederation of communities including Juneau, Skagway, and Haines, Alaska, and, Haines Junction and Whitehorse, Yukon Territory.

Welcome to the International Selkirk Loop. International Selkirk Loop.

<<http://www.selkirkloop.org>>.

Website of the International Selkirk Loop, including tourism information. Links provide maps, suggested itineraries, and details on affiliated scenic byways.

Designation - Combined, non-traditional, and/or hybrid models

Aboard the Underground Railroad. U.S. Department of the Interior, National Park Service. <<http://www.nps.gov/nr/travel/underground/>>.

There are currently some 64 historic places related to the Underground Railroad listed on the National Register of Historic Places. This site provides state maps marking the location of the historic properties, with links to historic descriptions, useful to those seeking information or planning a trip. A map of eastern North America depicts the most common directions of escape taken on the Underground Railroad. The site also includes technical guidance to assist researchers in documenting and preparing National Register nominations for properties associated with the Underground Railroad. Provides a potential model for comprehensive itinerary of IKGRT sites.

National Underground Railroad Network to Freedom - Welcome! U.S. Department of the Interior, National Park Service <<http://home.nps.gov/ugrr/TEMPLATE/FrontEnd/index.cfm>>.

The National Park Service, through the Underground Railroad Network to Freedom Program, coordinates programs and activities “through shared leadership with local, state and federal entities, as well as interested individuals and organizations.” The mission of the Network is to “promote programs and partnerships to commemorate; preserve sites and other resources associated with; and educate the public about the historical significance of the Underground Railroad.” This site serves as the central information source and link for the Network.

Russell, Hilary. "Underground Railroad Parks - A Shared History." CRM No 2—1997: 15-21.

Short article describing the international effort between Parks Canada and the NPS to develop the Underground Railroad concept on both sides of the border.

The author notes that eleven existing sites and museums in Ontario interpret the Underground Railroad, although none are national historic sites or within the Parks Canada system, but are owned and operated by local authorities or non-profit corporations. Concludes by urging efforts of Parks Canada and the National Park Service to promote public awareness in both countries of a dramatic and inspiring chapter in North American history that contains essential messages for the present.

Underground Railroad: Special Resource Study. 12 Feb. 1998. U.S. Department of the Interior, National Park Service. <<http://www.nps.gov/undergroundrr/>>.

In 1990, legislation was introduced in Congress to study options for commemorating the Underground Railroad. With the active support of delegations from several states, Congress enacted Public Law 101-628 on November 28, 1990, which directed the secretary of the interior through the National Park Service to conduct a study of alternatives for commemorating and interpreting the Underground Railroad. In this special resource study, five alternative concepts examined for commemorating and interpreting the Underground Railroad are outlined in detail.

U.S. Department of the Interior, National Park Service, Underground Railroad Special Resource Study: Management Concepts / Environmental Assessment. Denver, CO: September 1995.

Report authorized by Congress to study the Underground Railroad and make recommendations regarding how it might best be interpreted and commemorated. Like much of the IKGRT corridor, the story of the Underground Railroad is broad in scope, and is not reflected or expressed by any single sites or routes. Concepts developed ranged from the development of land-based resources to strictly interpretive. One option recommended the development of trail systems to “evoke the perilous experience encountered by those who sought freedom through escape” along the network, which would be designated through the National Trails System Act.

Designation - Other

National Historic Landmarks Program: National Park Service. U.S. Department of the Interior, National Park Service. <<http://www.nps.gov/history/nhl/>>.

Homepage of the National Historic Landmarks, the site describes the program and provides links to the database of existing designations. Of specific relevance to the IKGRT are the

Chilkoot Trail and Dyea Site, Eagle Historic District, Fort William H. Seward, and the Skagway Historic District and White Pass. Sections on the preparation of NHL nominations, and discussion of the federal effects of designation are particularly valuable.

World Heritage: Canada's Tentative List for World Heritage Sites. Parks Canada.

<http://www.pc.gc.ca/progs/spm-whs/itm3-/site6/page2_E.asp>.

Website describing the Klondike as a potential World Heritage Site designation. The Klondike is proposed as “an outstanding example of a landscape which illustrates exceptional adaptation and innovation by First Nations people for thousands of years, up to the present day, in responding to a challenging environment”, and as “an outstanding example of a mining landscape which includes the resource, transportation, supply, and administrative and institutional components.”

Funding and Assistance

Cultural Heritage Tourism. National Trust for Historic Preservation.

<<http://www.culturalheritagetourism.org/index.html>>.

The National Trust for Historic Preservation website including sections on how to get started with organizing and marketing heritage tourism, success stories from around the country, toolkit, funding opportunities, etc.

Federal funding for Trails and Greenways. National Trails Training Partnership. American Trail.org

<<http://www.americantrails.org/resources/fedfund/index.html>>.

Centralized site with links to numerous funding programs relevant to trails and greenways, available from multiple federal agencies. American Trails is a national, nonprofit organization working on behalf of trail interests.

Foraker Group. The Foraker Group. <<http://www.forakergroup.org/>>.

Website of non-profit organization dedicated to increasing the leadership and management skills of professionals and volunteers / working in Alaska's nonprofit and tribal organizations.

Foundation Center - Knowledge to Build On. The Foundation Center. <www.fdncenter.org>.

The Foundation Center is an independent national service organization established providing a source of information on foundation and corporate giving. It publishes The Foundation Directory, a reference work for grant seekers, and more than 60 other directories, guides, and research reports.

Funding Sources - Tourism and Culture - Government of Yukon. Yukon Department of Tourism and Culture. <<http://www.tc.gov.yk.ca/826.html>>.

Yukon Department of Tourism and Culture funding sources website

Grants Program, Alaska State Parks. Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation, Office of History and Archaeology. <<http://www.dnr.state.ak.us/parks/grants/>>.

Grant programs website of the Alaska Department of Natural Resources Division of Parks and Outdoor Recreation, with links to a range of funding programs potentially applicable to the IKGRT, including the Forest Legacy Program, Historic Preservation Fund, Land and Water Conservation Fund, Recreational Trails Grant Program, and others.

Land Trust Alliance. Land Trust Alliance. <<http://www.lta.org>>.

Website of the Land Trust Alliance, a national organization of 1,200 grassroots organizations, created to enhance their ability to protect land by learning from one another, gaining access to vital information and technical expertise, building public awareness about their work and acquiring financial and political support for their open space protection.

National Center For Recreation & Conservation; Challenge Cost Share. U.S. Department of the Interior, National Park Service. <<http://www.nps.gov/nrc/programs/ccsp/>>.

“The purpose of the Challenge Cost Share Program (CCSP) is intended to increase participation by qualified partners in the preservation and improvement of National Park Service natural, cultural, and recreational resources; in all authorized Service programs and activities; and on national trails.” This website includes links to completed projects and application information.

Partners in Tourism: Culture and Commerce – Cultural Heritage Tourism. Artworks, National Assembly of State Arts Agencies.

<www.nasaa-arts.org/artworks/resource_manual.pdf>.

Downloadable publication providing a comprehensive directory of organizations dedicated to advancing the role of culture and heritage in the travel and tourism industry. The directory includes the purpose / mission of each agency or organization, and contact information.

Resources were compiled by the National Endowment for the Arts, Partners in Tourism, and American Express.

Public Lands Highway Discretionary - Program Information - Discretionary. U.S. Department of Transportation, Federal Highway Administration.

<<http://www.fhwa.dot.gov/discretionary/plhcursola3.cfm>>.

Description of the Federal Highway Administration Public Lands Highway Discretionary Funding Program

Rivers, Trails & Conservation Assistance Program (Rivers & Trails/ RTCA): Home. U.S. Department of the Interior, National Park Service. <<http://www.nps.gov/rtca>>.

The NPS Rivers, Trails and Conservation Assistance Program provides technical assistance to help citizens and community leaders plan and advance locally-led outdoor recreation and resource conservation projects