

# Municipality of Skagway

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## Comprehensive Trail Plan 2023



# Contributors

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Cover photo: Willeke van den Hoorn



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Jay Allyn Mull

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# Introduction

The Municipality of Skagway's trail system is a valuable community resource. The trails allow residents and visitors access to pristine and undisturbed areas within a variety of natural environments. Near town trails provide accessible opportunities for residents to exercise, walk their dogs and decompress as they escape the hustle and bustle of Skagway's busy downtown. This proximity to town allows visitors to experience the spectacular scenery around Skagway. Trails in the Municipality outside of the immediate downtown area can be accessed by bike, vehicle or train.



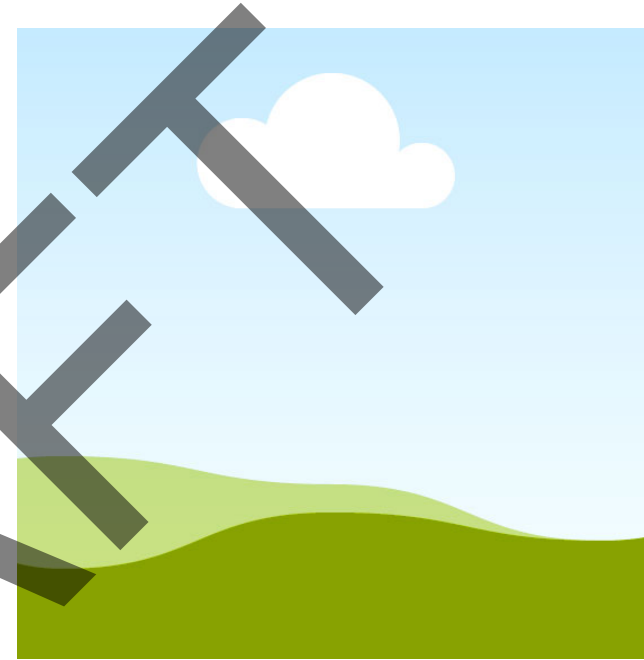
Skagway's trails provide a range of walks from gentle shoreline strolls, moderate climbs to strenuous alpine hikes. These trails provide for a variety of experiences from beginner to those who demand more challenging hikes. Most of the trails within this system are multi-purpose, providing access for a variety of users, include hikers, backpackers, campers, Mtn Bikers, skiers and snowshoewers. Horseback riding, Atv use and snow machine activities are also available on some of the trail and recreation system, however Skagway's topography limits access to the full system. Skagway's tradition of respecting the rights of each group's use of these trails and common courtesy make for a friendly outdoor experience.

The purpose of this document is to record each of these trails, to develop a management plan which ensures the basic trail infrastructure is safe, usable and the best it can be. Priorities are based upon public comment and the desire for safe, enriching outdoor experiences. Proposed projects are based upon improving user safety, developing trail connectivity from the port of Skagway to existing trail systems, improving mapping, wayfinding and trail amenities and including traditional Tlingit place names in current and future trail names and signage.



# Executive Summary

Skagway has built one of the most accessible and diverse trail systems in the state of Alaska. The creation of this plan is the culmination of 2 years work and is an update to the original 2003 plan. The first plan was highly effective in planning, prioritizing, managing, protecting and procuring funding for the existing trail system. It has been used for prioritizing repairs, reconstruction of existing trail and was useful in implementation of new trail construction. projects completed include a complete reroute of the backside of the lower lake trail, the flying squirrel and a smugglers cove trail extension. While much has been accomplished there remains projects that are in construction, existing trails that are in need of repair due to high use and destructive storm patterns. As the community continues to expand and grow there remains a tremendous amount of work to do. The redevelopment of port infrastructure the expansion residential areas and increasing use of existing trails have created a need and opportunity to update the existing plan.



In addition to the projects that are under construction, are slated for reconstruction and or repair we have identified one major goal that we would like to achieve under that planing effort. It is the desire of the community to create greater connectivity between existing trails so that users may move thru the system in a safer and more diverse manner. as the community grows it is important to establish new safe corridors for travel around the community and to Dyea.

# Natural Environment

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## Geology

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

## Climatology

Because of Skagway's location deep within the coast mountain range, the area is influenced both by the rainforest climate of Southeast Alaska and the continental climate typical of interior Alaska and Canada. As a result, Skagway is much drier than the rest of Southeast Alaska with an average of 29 inches of precipitation. Temperatures usually range from 50-60°F in the summer and 20-30°F in the winter. Named after its howling winds, windy days of 5-20mph are frequent in Skagway and days gusting over 40mph are not uncommon. With the changing climate, Skagway has seen heavier and more frequent precipitation events leading to increased erosion, landslides, and flooding.



Randy Frank



# Natural Environment

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## Ecology

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



## Flora & Fauna

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



# Historical & Cultural Aspects

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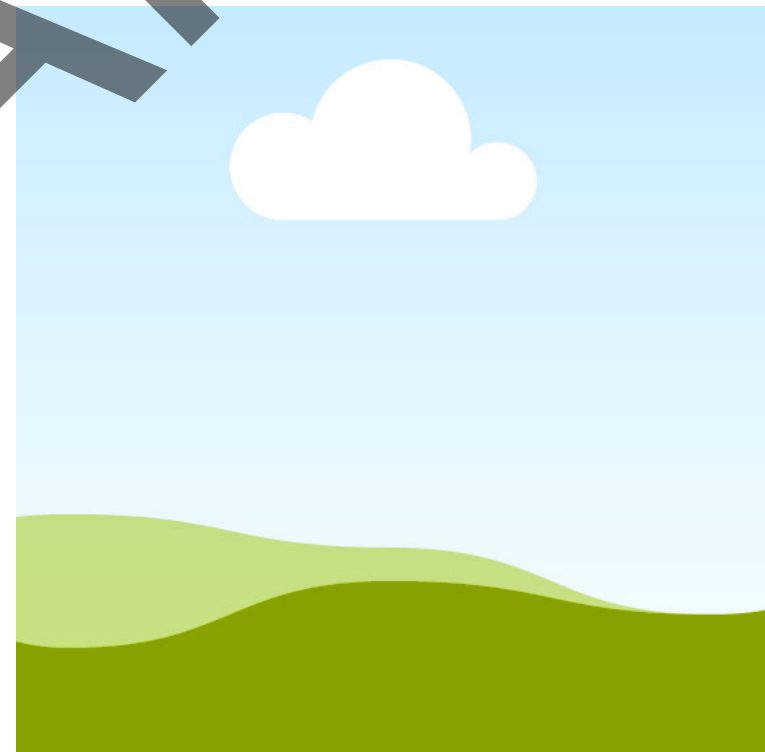
## Pre-Gold Rush

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

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

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

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



# Historical & Cultural Aspects

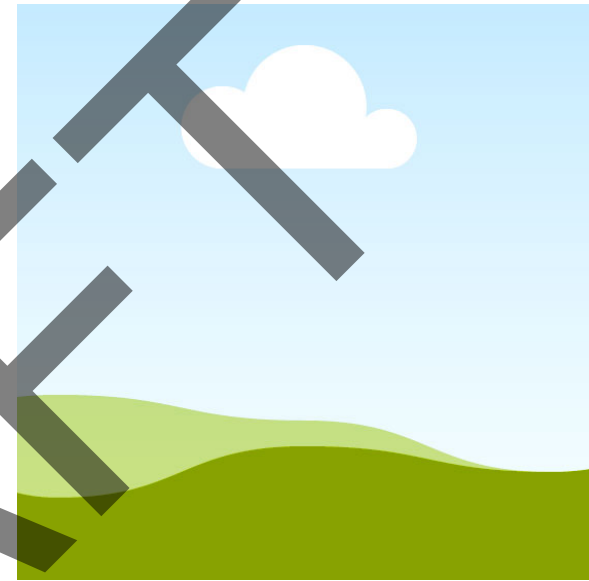
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## Gold Rush 1897-1900

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

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

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



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

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

# Historical & Cultural Aspects

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## Post Gold Rush

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

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

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



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

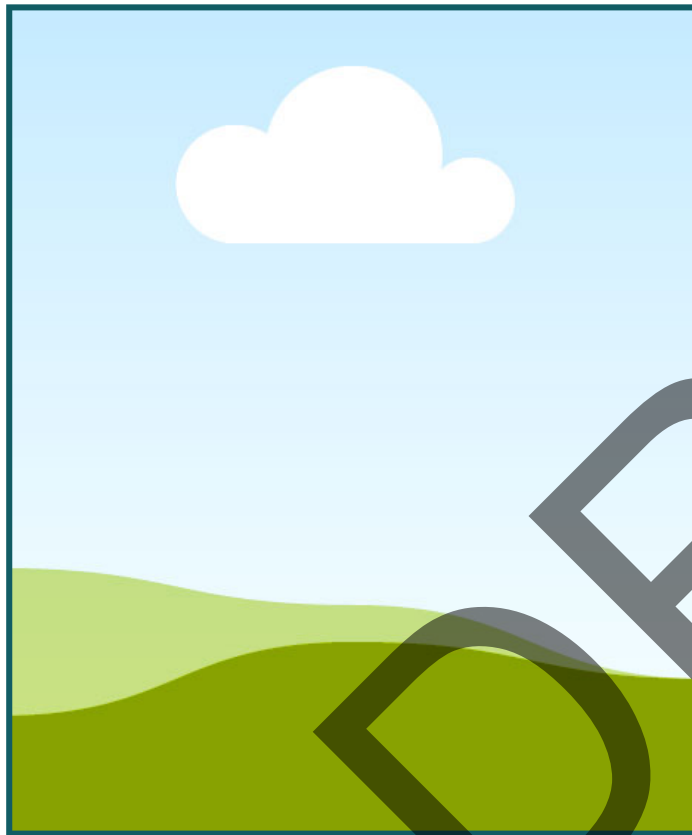
The post gold rush period saw the creation of new trails largely for recreation purposes. During Skagway's early years, such attractions as the Lower and Upper Dewey Lakes, Burro Creek, Smuggler's Cove and Denver Glacier were popular spots for outings.



# Historical & Cultural Aspects

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## Early Trail Development & Management



It is unclear when the original trading routes were established, but we do know that indigenous native bands used the Chilkoot and White Pass for access to the interior for trading with first nations in what is now Canada.

The gold rush of 1898 and the mass influx of people that used Skagway and Dyea as a jumping off point for access to the gold fields developed a network of trails used to log timber build Skagway, Dyea and build the Chilkoot trail and White Pass trails. Additional areas such as Lower and Upper Lake were a source for lumber and hydro. Denver and Laughton were used for timber extraction for the railroad construction and as an access route to Atlin. During those days there were toll roads, bridges, and even a tram on the Chilkoot.

After completion of the railroad, use dwindled and maintenance was minimal if at all. As a result many of these trails fell into a state of disrepair and some have been taken back by the forest. While others continued to be used, it is unclear how they were maintained over time.

The establishment of the National Park was instrumental in maintenance of the Chilkoot Trail. The Forest Service established cabins in the Denver and Laughton Valleys. Skagway Public Works, private companies and volunteers worked on the trail system up until the establishment of the 2003 trail plan.

Presently there is a management system in place and trail maintenance and management is completed by Skagway's public works department, the National Park Service and Forest Service with help from volunteers.

# Statement of Need for Trail Plan

## Purpose

This plan is being created to update the existing trail plan taking into account the trail system as it stands today. It will identify existing conditions, areas in need of repair or reconstruction and prioritize projects in both the short and long term. The plan will focus on creating connectivity projects that establish safe walkable corridors around the community of Skagway that are multiple use in nature where it is possible. The plan will include new trail that has been constructed and updated mapping of trail system for integrated use by the public. It will also map and establish corridors for new trail construction focusing on development projects either in planning stages such as the Dyea trail, and or are areas proposed for development such as the AB mountain subdivision. Safety, connectivity and access are of primary concern in developing this plan. A multiple use strategy will be implemented in development where it is achievable or makes sense.

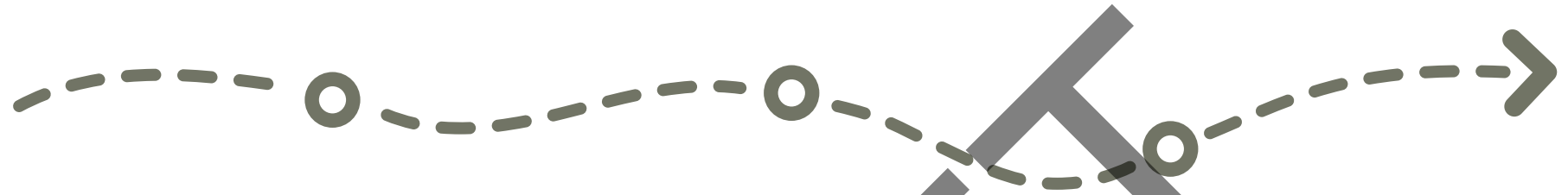
## Current & Projected Community Needs

Maintenance, repair and reconstruction of trail that relieves heavy use or has been impacted by recent flooding events. Completion of Lost Lake trail presently under construction. Connectivity sidewalk, pathways or trail on the east and west side of Skagway from the docks to the north end of town. Identify, map and construct multiple use trail from Skagway to Dyea. Accurate integrated mapping. Expanded cabin site location identification expanded cabin system. Management plan for Seven Pastures area.



# Overview of Planning Process

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## **May 2001 – January 2005**

City of Skagway develops first Comprehensive Trail Plan

## **February 2005**

The Comprehensive Trails Plan is adopted by the Skagway City Council

## **May 6, 2021**

Mayor Andrew Cremata appoints five residents to the Comprehensive Trail Plan Ad Hoc Committee with the goal of completing an update to the 2005 City of Skagway Comprehensive Trails Plan by the end of 2021. Assembly approves the appointments

## **May 2021**

Initial meeting of the Comprehensive Trails Plan Ad Hoc Committee. Invitation to participate is extended to other local organizations that will be directly or indirectly be involved in the development process. These organizations include Alaska Fish & Game, Alaska Power & Telephone, Klondike Gold Rush National Historical Park, Skagway Development Corporation, Skagway Traditional Council, US Forest Service and White Pass & Yukon Route Railroad.

## **June 2021 - January 2022**

Committee holds public meetings twice monthly, inviting citizens to share ideas, questions & comments. Public meeting notices are distributed through the Municipal notification email list, posted on the Municipal website and community notice boards. During these meetings, unmet needs for existing trails and potential new trail routes and challenges are identified for east, center and west sections of the Municipality.



# Overview of Planning Process

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## **July 2021**

Committee members Anderson, Bourcy & Kollasch host public information table at the Skagway Arts Council's Blues, Brews & BBQ festival at Seventh Pastures to raise awareness and increase community participation in plan update.

## **March 2022**

Municipality of Skagway applies for NPS-Rivers, Trails & Conservation Assistance Program (NPS-RTCA) to assist with production of the Skagway Comprehensive Trails Plan update, sending letters of support from Skagway Development Corporation, Skagway Recreation Center, Skagway Traditional Council, Skagway Visitor Department and the US Forest Service.

## **May 2022**

NPS-RTCA accepts Skagway's project. Establishes work plan beginning in June 2022, ending March 2023.

## **May 2022 – October 2023**

Monthly public meetings with NPS-RTCA participating via video conference. Committee identifies trails priority list, maps created identifying potential future trails, draft plan sections assigned to committee members for updates.

## **November 2022**

Comprehensive Trails Plan Ad Hoc Committee begin formulating a first draft of the plan update

## **TBD**

A public meeting was held to review the final draft and to collect the final public comment.

## **TBD**

The Comprehensive Trails Plan update is adopted by the Municipality of Skagway Assembly

# Public Involvement

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## Methods

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### Committee Meetings

The Comprehensive Trails Plan Ad Hoc Committee held public meetings regularly from May 2021 through **March 2023**. Community members were encouraged to participate in person or writing. Public notices were issued through City Hall for all meetings.

### Stakeholder Meetings

An invitation to participate is extended to other local organizations that will be directly or indirectly be involved in the development process. These organizations include Alaska Fish & Game, Alaska Power & Telephone, Klondike Gold Rush National Historical Park, Skagway Development Corporation, Skagway Traditional Council, US Forest Service and White Pass & Yukon Route Railroad.

## Results

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### Draft Review and Comments

A draft of the Comprehensive Trails Plan update was presented for public review on **DATE & PLACE**. **Comments from public are included in the Comprehensive Trails Plan Update.**

THE MUNICIPALITY OF SKAGWAY INVITES YOU TO  
**HELP SHAPE THE COMPREHENSIVE TRAILS PLAN UPDATE.**

**JOIN THE AD HOC COMMITTEE MEETINGS EVERY OTHER WEDNESDAY 4:30 PM IN ASSEMBLY CHAMBERS**

Next meeting Wednesday, June 30

VISIT [WWW.SKAGWAY.ORG/MEETINGS](http://WWW.SKAGWAY.ORG/MEETINGS) TO LEARN MORE.

# Vision

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The vision of the Skagway Comprehensive Trails Plan 2023 update is to provide a guideline for achievable maintenance and improvements to Skagway Trails System for the next decade to maintain an outstanding trail system and ensure access for Skagway's residents and visitors, contributing to their physical and mental wellbeing.

# Goals

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Goal 1: Public Safety.

Priority is given to trail development & improvements which have been identified as potential public safety hazards. Annual assessment and inventory of trails and amenities by the Skagway Public Works Department is recommended.

Goal 2: Trail Connectivity & accessibility

Creating connectivity from dock to trails, through town walking paths & connecting existing trails to improve Skagway's status as a walkable community.

Goal 3: Improved mapping.

Update trail maps with new trails and trail distances. Add updated map signs at trailheads.

Goal 4: Adding signage and amenities.

Wayfinding signage along the trails should be assessed and updated yearly. Identify additional, manageable outhouse locations to accommodate the increased trail usage.

Goal 5: Include traditional Tlingit place names in future trail naming, signage and mapping

The Skagway Traditional Council requests the Municipality add traditional Tlingit place names to the trail map and trail locations.



# Existing Conditions

## Trail Users

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### Horseback

Equestrians require specific trail characteristics, including, stable surfaces that allow a horse to maintain its footing, easy trail access with space for horse stalling or a parking area with sufficient space for trailers.

Equestrians prefer safe roadway crossings and whenever possible, maintaining separation between the horses and the other trail users. Much of the horseback activity in Skagway occurs on AB Mountain and at Lower Dewey Lake.

### Hikers

Skagway is very hiker friendly and the trail system is easily accessible from town. The majority of the trail system has elevation gain. Due to topography some of the trails are steep limiting some hikers. The trails access shoreline, lakes, temperate, boreal, sub alpine, alpine and glacier eco systems. There is something for everyone!

### ATV

All-Terrain Vehicles (ATVs), motorcycles not licensed for use upon the highways. In Skagway, ATV's are the predominant off-road vehicle used. In most areas this material is generally 6-12 inches thick and acts as topsoil, beneath which lies a rocky base. Due to their contribution to erosion and effect on plant life, trails supporting ATV use can most benefit from maintenance and rehabilitation features that help the trail maintain its longevity, while minimizing impacts on surrounding natural resources.

### Bicyclists

The needs of trail bicyclists vary based on their experience and familiarity of the trail network. Casual trail bikers might prefer a wide trail that allows passing and side-by-side riding. Bicyclists may also prefer smooth, compact surfaces or paved surfaces with gentle to minimal slopes. Aggressive trail bikers, on the other hand, might enjoy more challenging trail experiences including the thrill of a narrow, single track trail, just wide enough to allow passage of one bicycle.

# Existing Conditions

## Trail Users



### Skiers

Skiing is a primary form of winter recreation and will continue to grow as trail improvements and grooming efforts improve. Thanks to the dedication and efforts of the LCSS groomed nordic trails in Dyea and Skagway are becoming a reality. There are several areas that are being proposed for trail expansion and establishment. There is world class Backcountry Skiing in and around skagway and cabins to support shelter in these areas. There is a desire from the backcountry community to explore and expand areas within the skagway Borough. Three areas have been identified for expanded backcountry ski opportunity expansion.

### Snowmachiners

Snowmachiners technically do not require actual trails to operate, many snowmachiners prefer to operate along trails for orientation and familiarity. It is preferable for snow machines to operate along trails, minimizing the potential damage to vegetation with thin snow cover. Snowmachine trails consist of heavily compacted snow and are typically 10'-15' in width. General routes have been developed over time, though these routes change frequently due to conditions.

### Snowshoers

Snowshoers typically prefer to walk on snow with at least an 8" base. Snowshoers often travel off trail for a more primitive experience however they also use existing trails to gain access to the backcountry. Snowshoes perform poorly on ice and steep terrain. Therefore, most snowshoers will prefer to walk along trails that have minimal changes in grade or go off-trail to maintain level elevations and avoid ice.

# Existing Conditions

## Trail Amenities

Trails within the Skagway Borough are maintained by Three different governmental agencies so the infrastructure and amenities vary depending on where users go. The trail system is built in a very dynamic environment within often steep topography. Conditions change season to season and sometimes day to day, It is best to grab a trail map and get latest conditions before you head out.

The National Park service Maintains the Historic Chilkoot Trail which has established warming huts outhouses campgrounds and Ranger and trail staff during the summer months. Permits are required for all multi day trips

## Signage

Trail heads are signed, Municipal trails use color coded directional arrows to assist in navigation. National Park service and forest service trails each have their own signage. Alpine trails are not signed, rock cairn are used but are not well developed , use caution!

## Restrooms

Outhouse facilities are available on most trails however they are not stocked with toilet paper so be prepared!

Increased trail usage has resulted in increased reports of feces around the trails. Additional outhouse locations should be identified, build and maintained





# Existing Conditions

## Trail Amenities

### Cabins

The Municipality of Skagway offers a public use rental cabin at Upper Lake through the Skagway Recreation Center. There is also an old cabin at Upper Lake available on a first come, first use basis.

The National Forest Service offers 2 rentals through [recreation.gov](http://recreation.gov). A cabin on the Laughton Glacier Trail and a decommissioned train caboose at the Denver Glacier Trailhead. Both must be accessed through the train.

There is a desire to expand the cabin system to include additional cabins within the trail network.



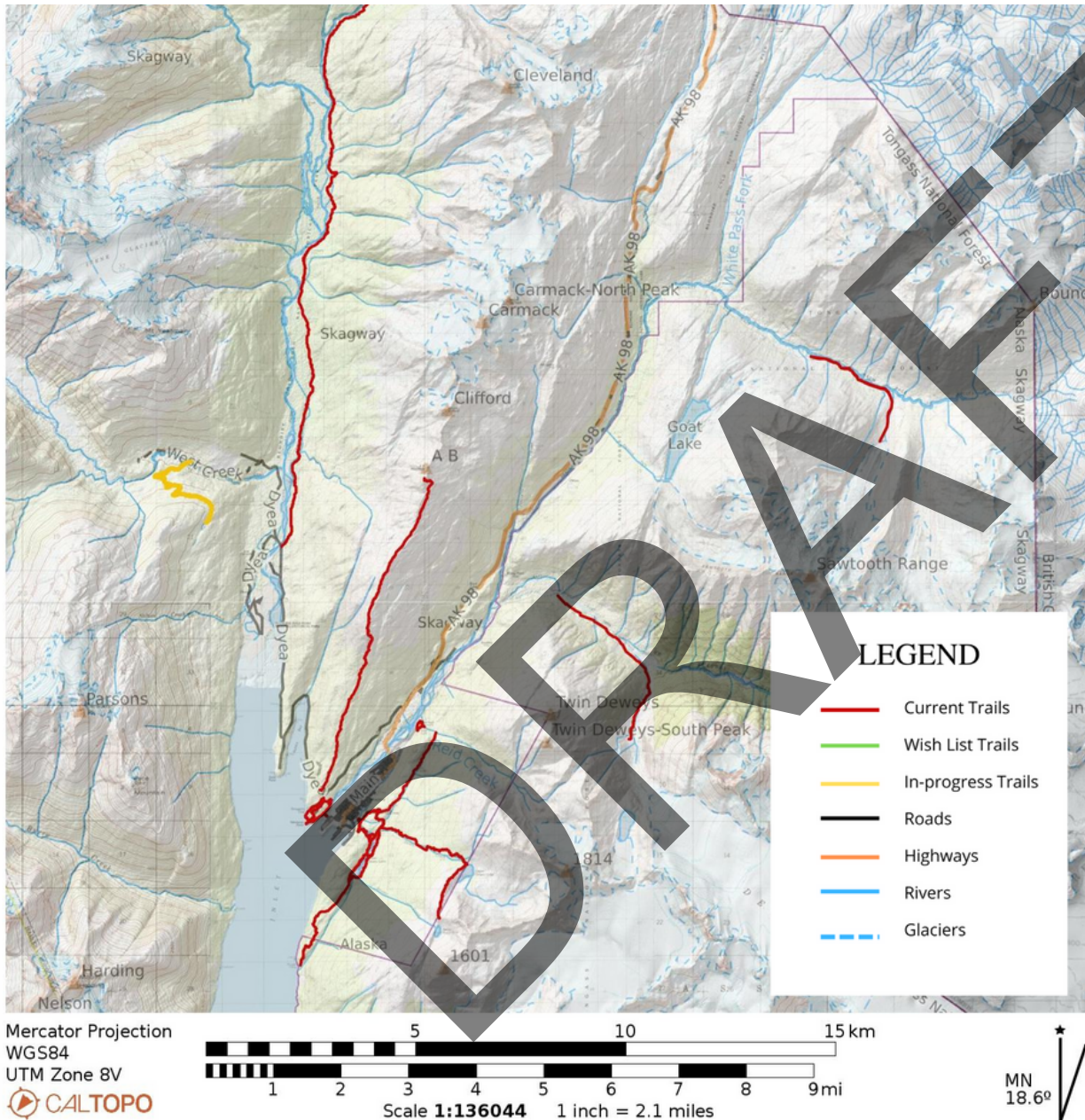
# Trail Classification

Trail Classes are general categories reflecting trail development scale, arranged along a continuum. The Trail Class identified for The Municipality of Skagway (MOS) trail system prescribes its development scale, representing its intended design and management standards. Deviations from any Trail Class descriptor may be established based on trail-specific conditions, topography, or other factors, provided that the deviations do not undermine the general intent of the applicable Trail Class. This matrix is based on the established system used by the United States Forest Service (USFS). All MOS trails will have an identified class and are maintained to such standards:





# Existing Trails



## Description

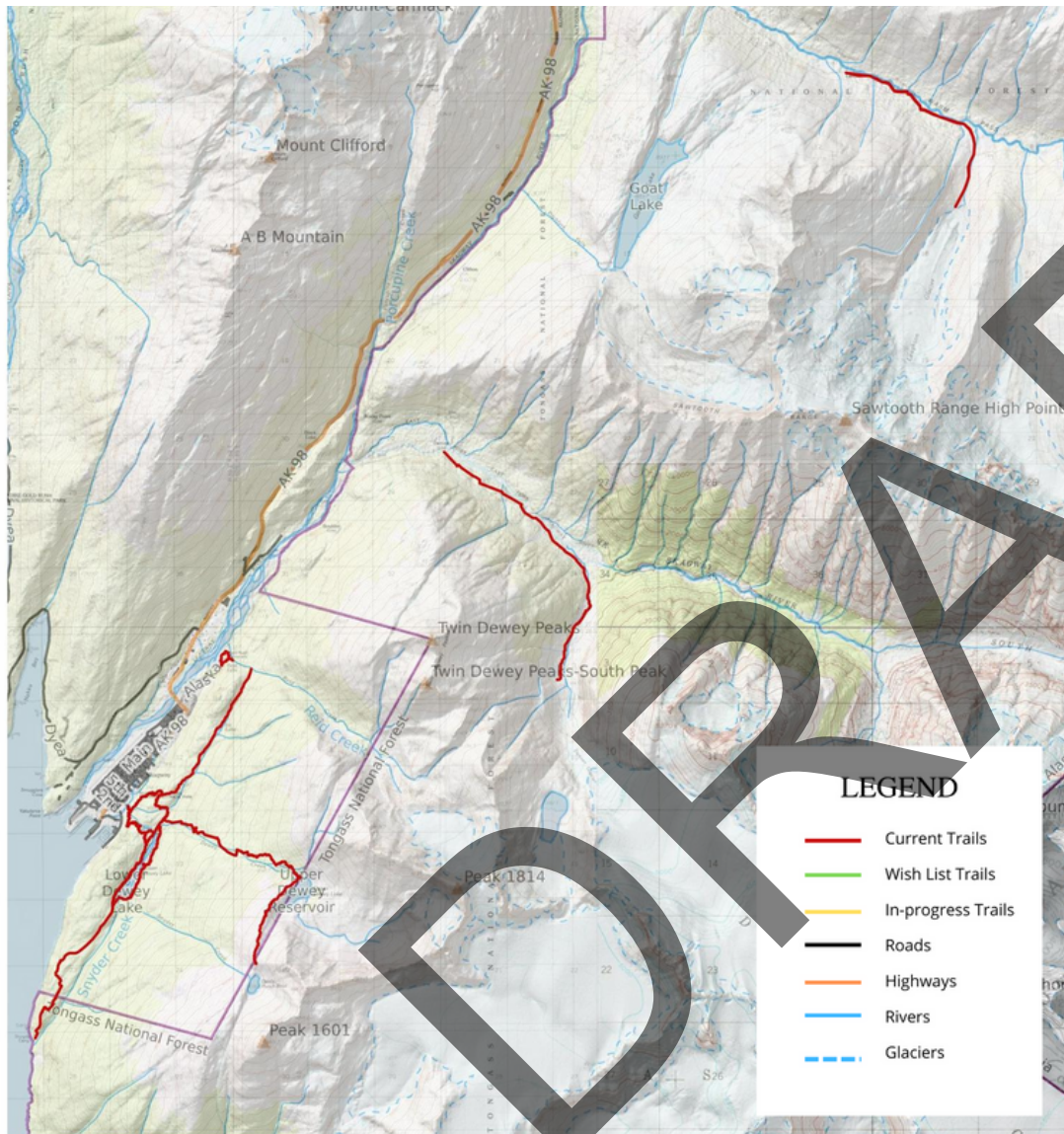
Skagway trails are the crown jewel of the community. There is nowhere else in Alaska that trails of such variety, history and challenge exist. They are easily accessible for locals and visitors, with miles of trails just a short walk from downtown or the docks.

The trail system as a whole is well maintained and signed. Due to the ease of access many of the trails receive heavy use especially the Lower Dewey Lake trail and the Yakatania Point area trails. While there are a number of trails within the system that are considered relatively easy there remain many trails that require a greater level of physical fitness and preparedness





# Existing Trails - East Side



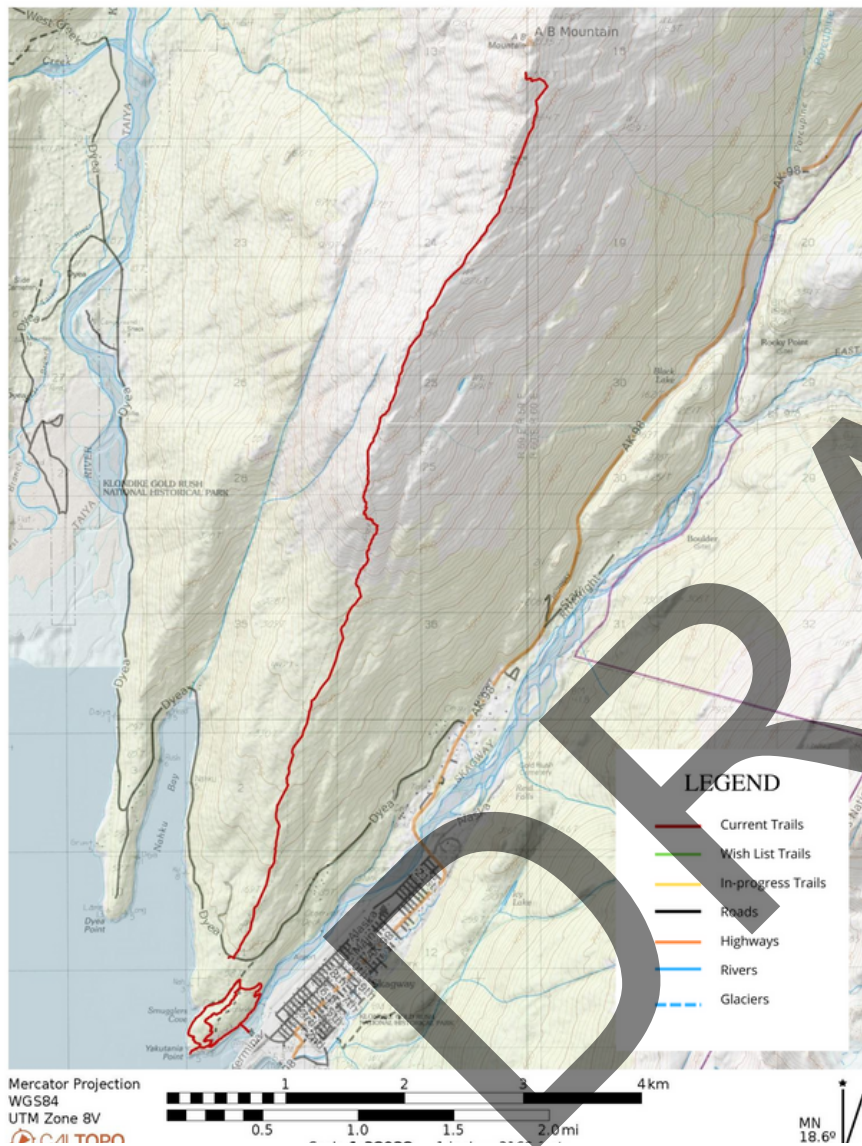
Trail Name	Class	Length	Difficulty	Management
Lower Dewey Lake	2		Moderate/ Strenuous	Municipal
Upper Dewey Lake	2		Strenuous	Municipal
Devil's Punchbowl	1		Strenuous	Municipal
Sturgil's Landing	2		Moderate	Municipal/USFS
Icy Lake & Upper Reid Creek	2		Moderate	Municipal/ Private
Lower Reid Falls	3		Easy	Municipal
Service Road	3		Moderate/ Strenuous	Municipal/AP&T
Denver Glacier	2		Moderate	USFS
Laughton Glacier	2		Moderate	USFS

Mercator Projection  
WGS84  
UTM Zone 8V  
CALTPOPO



MN  
18.6°

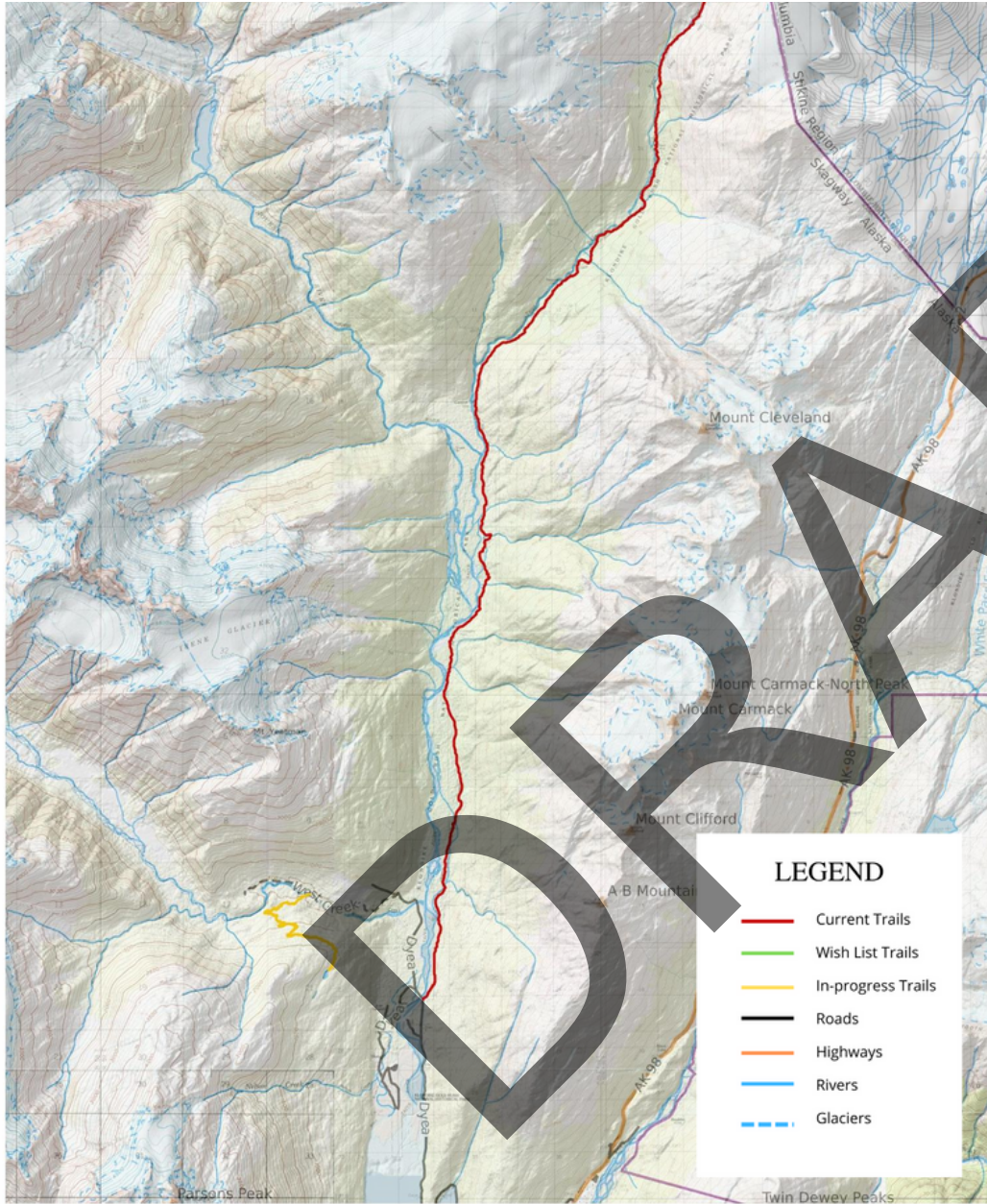
# Existing Trails - Center



Trail Name	Class	Length	Difficulty	Management
AB Mountain	1		Difficult/ Strenuous	MOS Alaska Mental Health
Yakutania Point	2		Easy	MOS
Smugglers Cove	2		Moderate	MOS
Pet Cemetery	2		Moderate	MOS
Flying Squirrel	3?		Moderate	MOS
Seventh Pastures Disc Golf course	2		Easy	State of Alaska Dot Skagway Disc

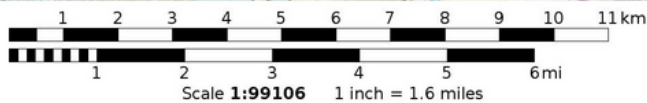


# Existing Trails - West Side



Trail Name	Class	Length	Difficulty	Management
Chilkoot Trail	2	33	Strenuous	NPS/Parks Canada
Lost Lake	N/A	3.6	Strenuous	MOS
West Creek	1	N/A		MOS
Dyea Historic Townsite	3	?	Easy	NPS

Mercator Projection  
WGS84  
UTM Zone 8V  
CALTPOPO



MN 18.6°

# Recommendations

## Prioritization

Prioritization of the maintenance and improvements to Skagway's trail system drafted in this plan are based upon consideration of the following variables, listed in descending order of importance:

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

### **Top trail projects are identified as:**

#1 Gold Rush Cemetery Riverwalk Trail.

#2 reroute reconstruct AB mountain trail

#2 Alaska Road Commission Trail.

#3 Skagway Streamwalk Stage 3.

#4 Creating a management plan for the Seventh Pastures area.

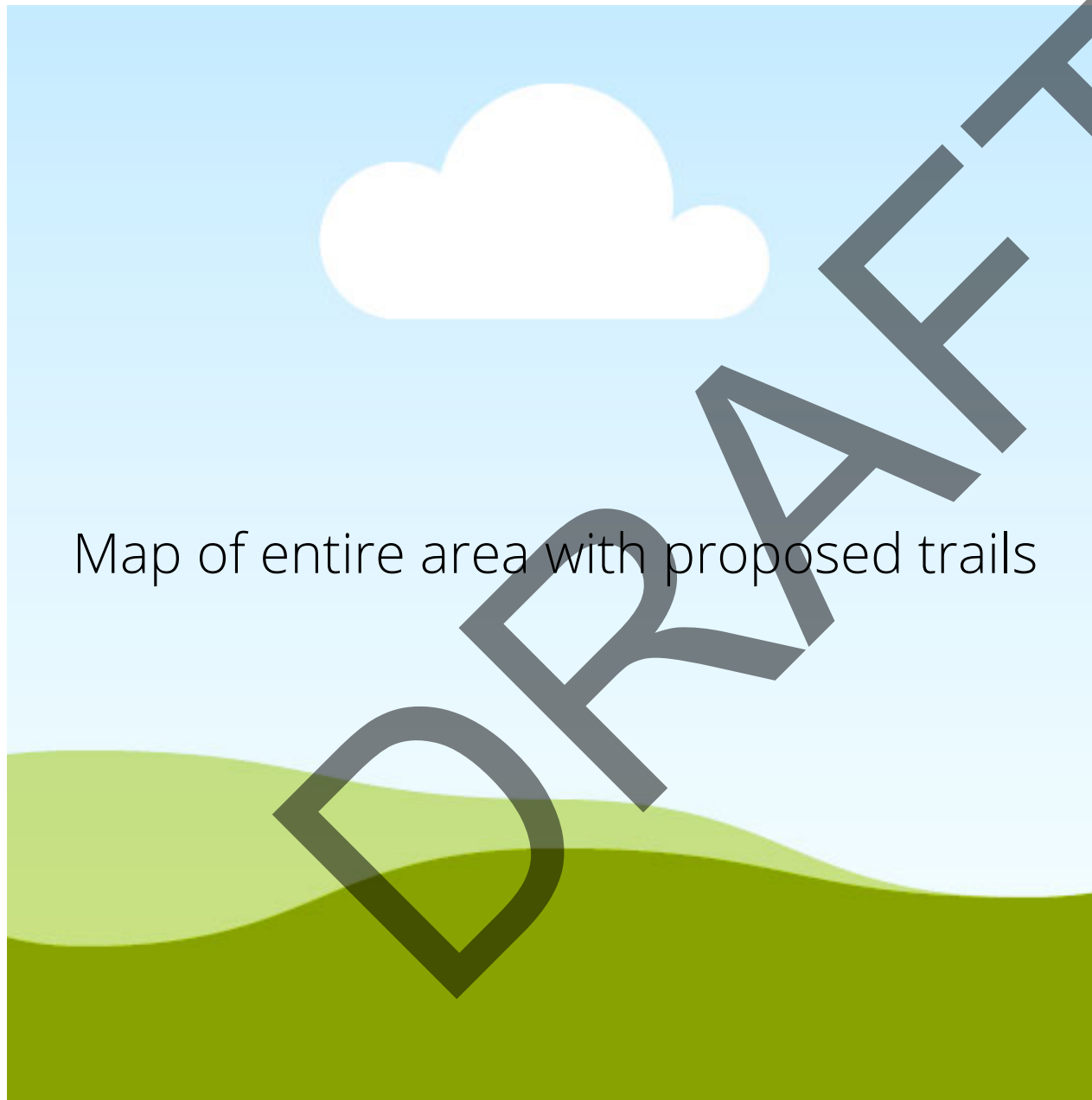
#5 Complete new Lost Lake Trail

#6 AB Mountain Dyea Access Trail



# Proposed Projects

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Map of entire area with proposed trails

Description

Will update  
once I have  
all proposed  
routes

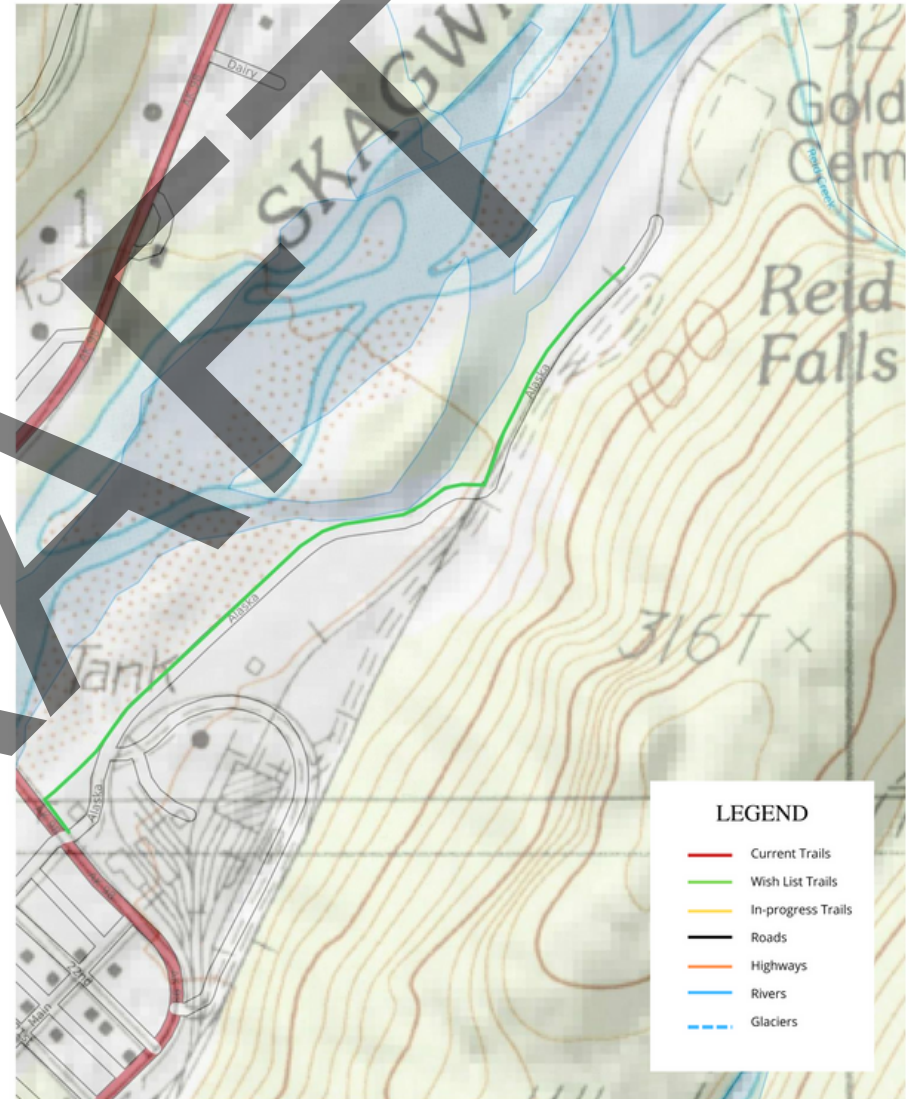
# Proposed Project #1

## Description

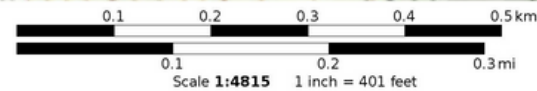
Trail Name	<b>Gold Rush Cemetery River Walk Trail</b>
Use	walking/hiking
Class	4
Length	0.55mi
Partners	MOS, WP&YR, DOT

Complete trail from the Skagway River Bridge to the Gold Rush Cemetery. Currently, heavy pedestrian and vehicle traffic share a dirt road to access the cemetery. A partial trail exists north of the Skagway River Bridge extending just south of the railroad tracks. Completing the trail and installing signage directing foot traffic off the road will provide all users safe access to this highly used location.

This is part of a larger wish list trail to complete a walking path connecting the harbor to the north end of the valley. Potential future trail extension would include the river dike south of the Skagway River Bridge to 15th Avenue, which may involve DOT in crosswalk discussions to cross the highway



Mercator Projection  
WGS84  
UTM Zone 8V  
CALTPO



MN 18.6°



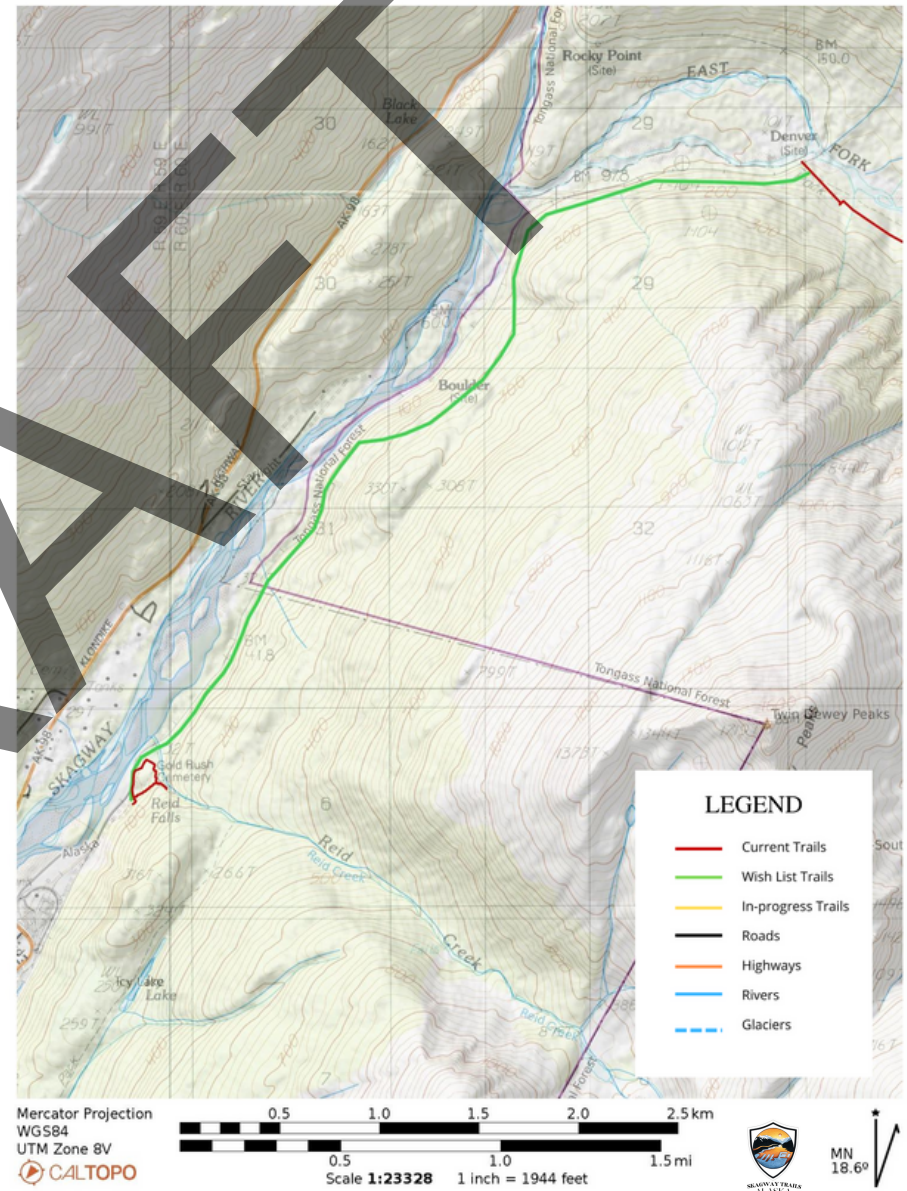
# Proposed Project #2

## Description

Trail Name	<b>Alaska Road Commission Denver Valley Access Trail</b>
Use	Multi-use
Class	3
Length	3.25mi
Partners	MOS, USFS, WP&YR

Complete trail from Gold Rush Cemetery to the Denver Glacier Trail, providing users with a safe alternative from walking or driving ATVs on the railroad tracks.

This project has been identified in the Statewide SCORP project as a priority for the area. This is part of a larger wish list trail to complete a walking path connecting the harbor to the north end of the valley.



# Proposed Projects #3

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## Description

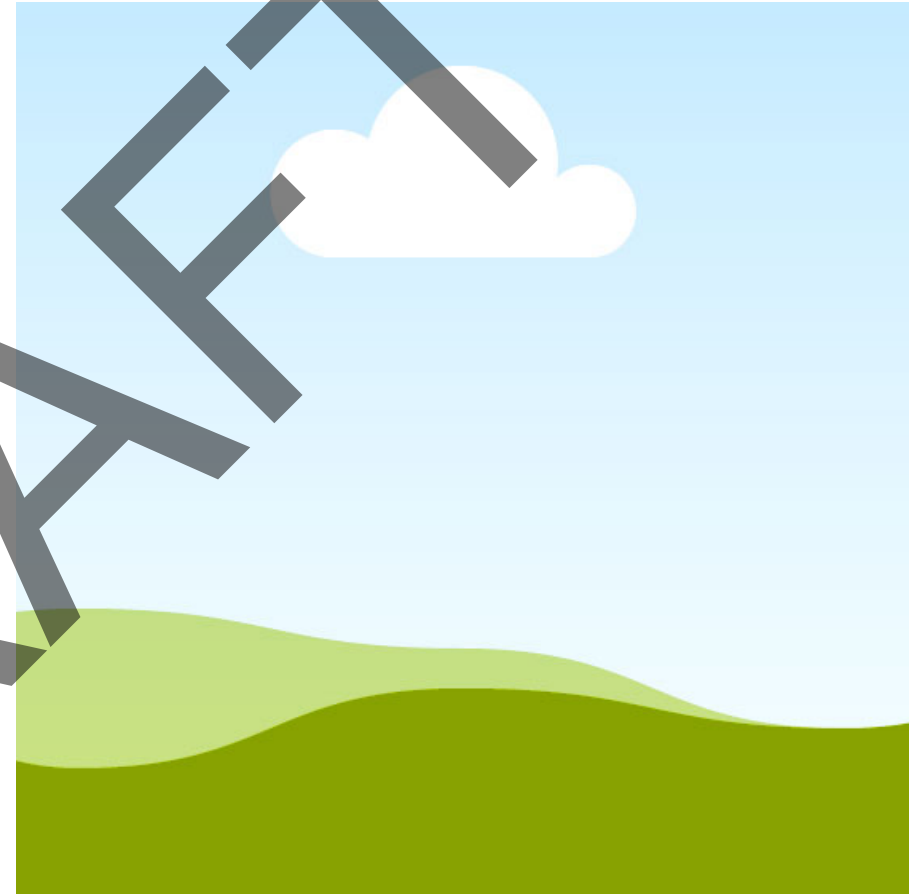
Trail Name	<b>Skagway Stream Walk Stage 3</b>
Use	walking/hiking
Class	4
Length	.25 mile
Partners	MOS & WP&YR

Complete stage 3 of the Skagway Stream Walk from the bridge by the Dewey Lakes Recreation Area trailhead to the McCabe Building at 7th Avenue providing users with a safe alternative from walking on the railroad tracks.

Stage 3 completion will also improve visitor traffic flow to the north end of the business district. This is part of a larger wish list trail to complete a walking path connecting the harbor to the north end of the valley

Extension of the Steam walk north from McCabe to the white pass shops and over to the gold rush cemetery river walk trail

## Map





# Proposed Project #4

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## Description

Project Name	<b>Create Seventh Pastures Management Plan</b>
Use	Multi -use
Partners	MOS, State of Alaska, Skagway Arts Council, Skagway Disc Golf Association, Skagway Softball League, Skagway Soccer League,

A management plan needs to be developed for this area. This need has increased with the MOS regaining management of a portion of the old Clark Farm property. Plans for developing and maintenance the property are needed if the MOS is to make the most of this valuable recreation space.

Future development of this area could include event space, community gardens, walking paths for all abilities and mobilities, dog parks, trails around the ballfields & into the woods to the west, exercise stations and more.



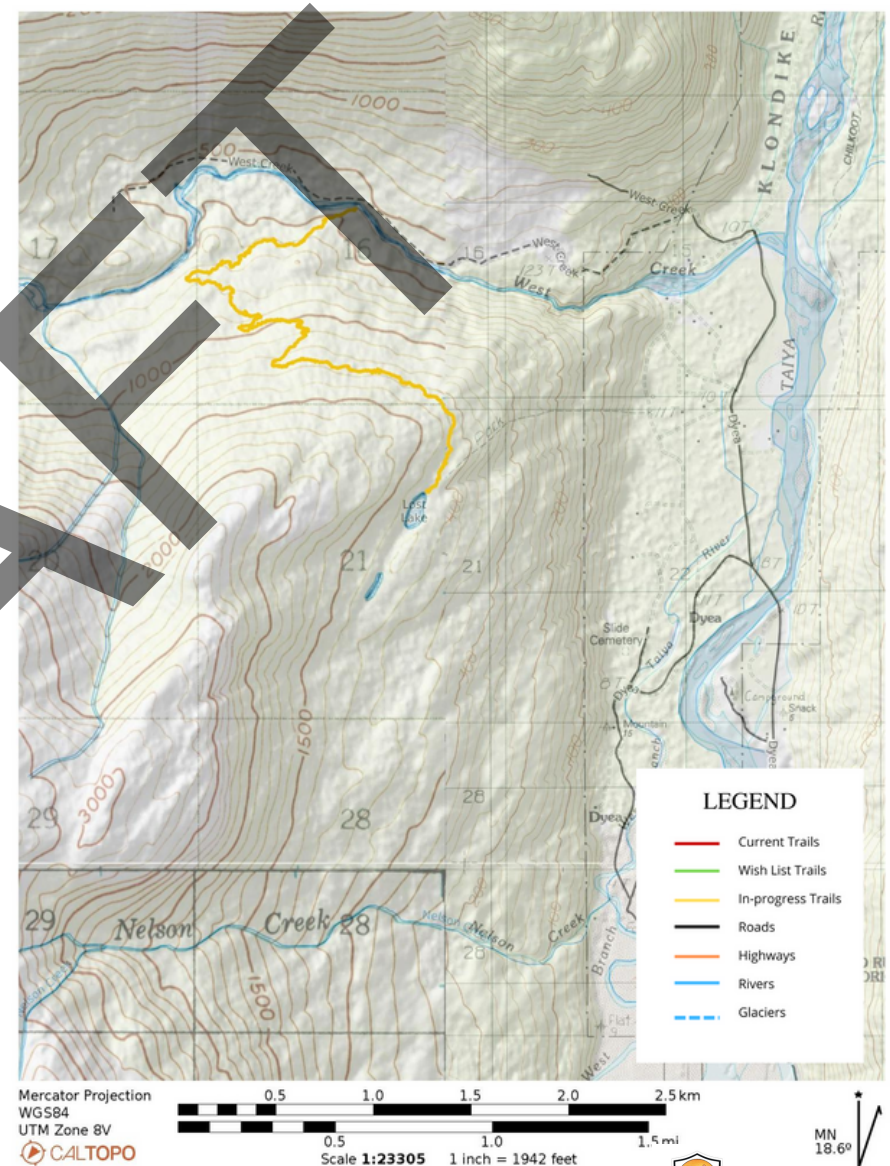
# Proposed Project #5

## Description

Trail Name	<b>Complete New Lost Lake Trail Access</b>
Use	Multi-use
Class	1-2
Length	3.6mi
Partners	MOS

Under construction. A new access trail from the West Creek Pedestrian Bridge to Lost Lake has been established. The route was flagged and brushed in 2020 and requires funding for completion. Given the remote location and rapid brush growth in the area, completing construction of this new trail reroute is a priority.

Lost Lake has been identified as a desirable location for instillation of a public use cabin.



# Proposed Project #6

## Description

Trail Name	AB Mountain Dyea Access Trail
Use	Multi-use
Class	1-2
Length	5 ??? miles
Partners	MOS, DOT, Alaska Mental Health Land Trust

Multi Use access trail from the Skagway Rifle Range Road to Dyea has been identified as a highly desirable addition to the Skagway Trails System. Public Works Trails staff has roughly flagged the start of this trail.

The Municipality is currently working with Alaska Mental Health Lands to acquire a portion AB Mountain for housing development. While the difficulty of developing this trail makes it unfeasible to develop within the next 5-8 years, Trail development should be worked into the planning process of this land acquisition.

**Priority 6A: AB mountain trail reroute/ reconstruction**

The lower trail is used by both Mtn bikers and hikers alike.

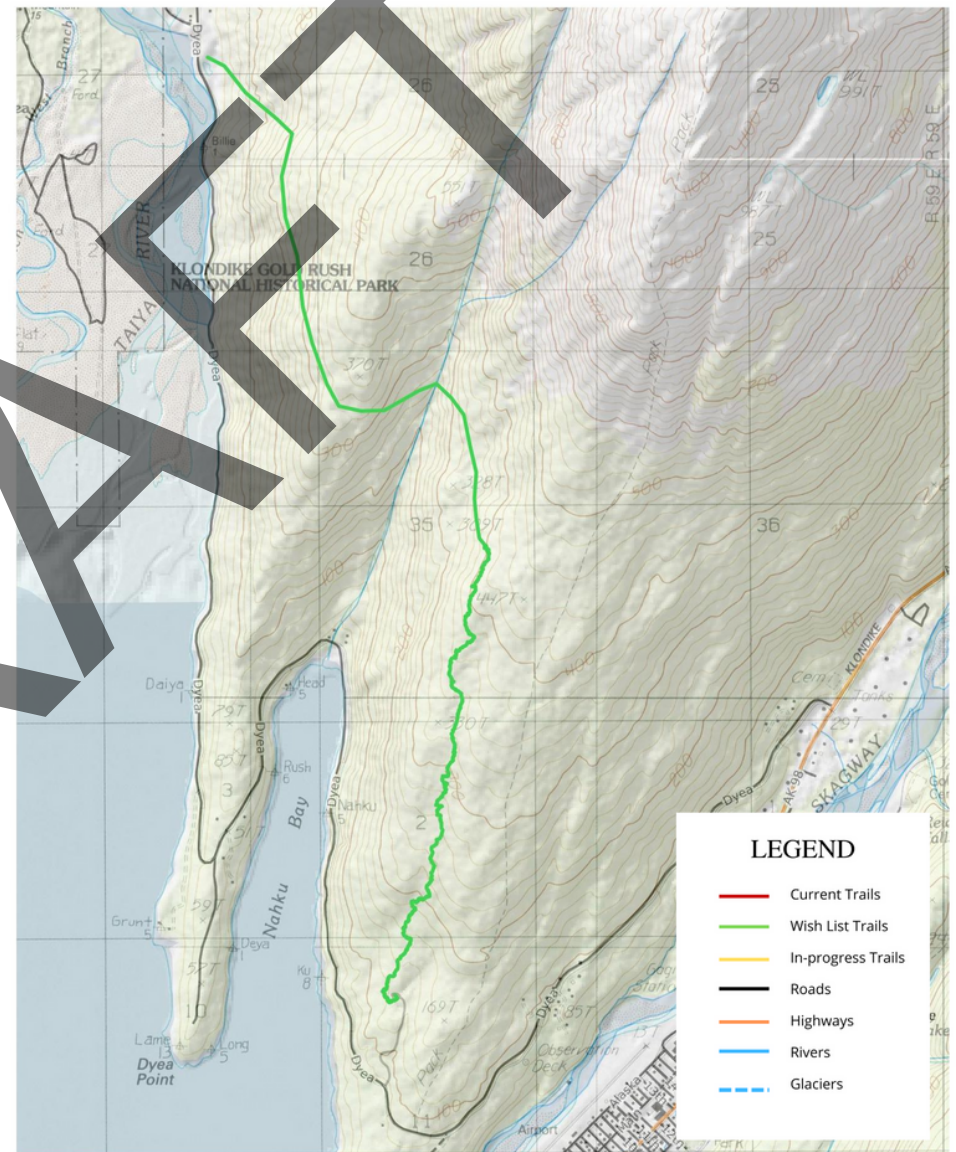
Lower trail needs parking relocation and new access to trail head.

The upper trail needs reroute and reconstruction.

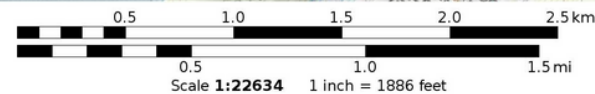
**Priority 6B:**

Lower Ab mountain has a mountain bike system that has been put together by users. This area has identified as an area of mountain trail creation and expansion.

## Map



Mercator Projection  
WGS84  
UTM Zone 8V  
CALTPO





# Implementation

## Funding Opportunities

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One of the limiting factor to any maintenance and construction is the availability of funding. Current trail maintenance and improvements are funded by Municipal sales tax and general funds in the Municipality of Skagway's Parks & Recreation annual budget.

Potential sources for grant funding are:

- State Grants
- Foundation Grants
- Federal Highway Funds
- Public/Private Fundraising
- Cruise Lines/CPV Funds



Deanna Amodea

# Maintenance

This is by far the most important and usually the most neglected aspect of trail systems. Trails are exposed to constant environmental conditions and erosional use factors. It is imperative that there is staff and a budget in place to support the trail system. Without this the system will rapidly fall into disrepair especially in this area. The Municipality, NPS and Forest service all play a role in this.

Annual inspection & inventory of trail aspects, especially multi use trails helps ensure that damage is minimized, risks are identified, and repairs can be made. enhancing safety and protecting investments.

Routine Maintenance	Function	Frequency	Annual Cost
Spring clearing and hazard assessment	Clear dead fall identify and repair immediate hazards	May-June as trails clear, post storm event	
Drain work, clear, repair, establish	Erosion control	Spring-summer, post storm event	
Tread assessment, trail integrity, hazard removal, grade reversals, outslope repair	trail durability, stabilization, erosion control	summer-fall	
Brushing	improve sight lines, remove vegetative encroachment	summer	

# Maintenance

Routine Maintenance	Function	Frequency	Annual Cost
Trail Triage	Essential Trail failure repairs	Spring, summer, fall post storm eventC	
Condition assessment	Larger repair improvement planning	20% assets per year	

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# Partnerships

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## National Park Service



The Klondike Gold Rush National Historical Park manages the US portion of the Chilkoot Trail. Historically, they have shared trail management and planning resources, as well as partnering in emergency response situations in Dyea.

## Skagway Traditional Council



Past partnerships with STC include grant funding opportunities, and providing permissions to use traditional Tlingit place names on trail maps. STC requests traditional place names be included in all future maps and trail names.

## State of Alaska

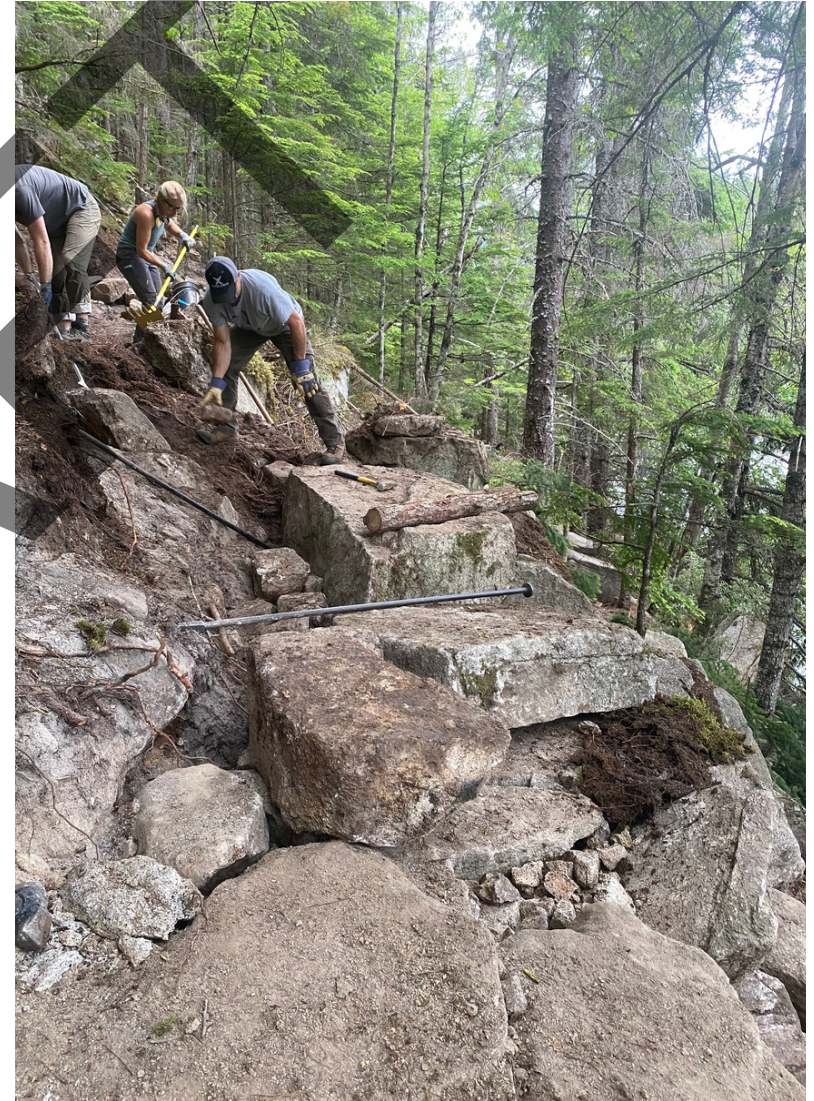


The State has mental health trust lands within the Skagway Borough that are being proposed for a multiple use trail and safety corridor. In addition, the State has contributed on a number of trail funding projects for the community.

## US Forest Service



The lower Sturgils, Denver, and Laughton trails are within the forest service trail system. The proposed Alaska road commission Denver trail access extension and the Laughton glacier lateral moraine trail will also be contained within the forest service system.



# Appendix



## Skagway Traditional Council Tlingit Place Names

Approved by STC Tribal Council on 7/14/2022

TRAIL PROJECT	CATEGORY	LENGTH (MILES)	LEAD AGENCY	LINGÍT NAME	TRANSLATION
City Walking Tour	Cultural	2.5	City of Skagway	Aanká Dei	Downtown Trail
Lower Dewey Lake	Dewey Lakes Trail System	2.7	City of Skagway	Diyée Áa Dei	Lower Lake Trail
Sturgill's Landing	Dewey Lakes Trail System	3.5	City of Skagway	Diyée Áadáx Héen	River from Lower Lake
Icy Lake/Upper Reid Falls	Dewey Lakes Trail System	3.0	City of Skagway	Si.áat'i Áa / Dikée Áa X'áasi	Cold Lake / Upper Lake Falls
Upper Dewey Lake / Devil's Punchbowl	Dewey Lakes Trail System	3.0 - 3.7	City of Skagway	Dikée Áa / Géelák'w Áa	Upper Lake / Mountain Pass Lake
Lower Reid Falls	Near Town	0.25	City of Skagway	Diyée Áa X'áasi	Lower Lake Falls
Yakutania Point / Smugglers Cove	Near Town	1.5	City of Skagway	Yaakwdeinyaa / Táaw S'aatí Kú	Canoe Trail Area / Thief Cove
AB Mountain	Near Town	5.0	City of Skagway	Núkti Shaa	Grouse Mountain
AK Road Commission Road	Near Town	4.3	City of Skagway	Ḡaaḵ Deiyí	Lynx Trail
Denver Glacier Camp Area				Áa Akagás' Yé	Place Where It (Lynx) Scratches
Lost Lake	Dyea Trails	2.0	City of Skagway	Kanagoo Áayi	Kanagoo's Lake



# Appendix



## Skagway Traditional Council Tlingit Place Names

Approved by STC Tribal Council on 7/14/2022

Face Mountain Route	Dyea Trails	4.5	City of Skagway	Kanagoo Deiyí	Kanagoo's Trail
West Creek	Dyea Trails	5.0	City of Skagway	S'áxt' Héeni	S'áxt' (D. Club) River
Chilkoot Trail	Dyea Trails	33.0	NPS	Aak'é Éesh Deiyí	Denis Isaac Trail
Denver Glacier	USFS Trail System	4-6	USFS	Jánwu Sít'i	Mountain Goat Glacier
Goat Lake				Jánwu Áayi	Mountain Goat Lake
Laughton Glacier	USFS Trail System	3-5	USFS	Aankadaxtseen Sít'i	Bert Dennis Glacier
Skagway- Haines Kayak Route	Water Route	15.0	City of Skagway	Lkootká	On Chilkoot
				Shgagwei	Heartwooded Place
Skagway River Kayak Route	Water Route	2.3	City of Skagway	Shgagwei Héeni	Skagway River
Taiya River Raft Route	Water Route	4.0	City of Skagway	Deiyáa Héeni	Pack Trail River



# Appendix

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Could include:

- Full list of proposed projects
- Trail/ Project Costing
- Project Selection / Criteria details, chart
- Detailed community involvement info, comments

**Add public comment from  
Feb/March  
review meeting?**

# Appendix

## Wish Lists, Community Concerns & Comments

Dewey Lakes to Border Trails										
Trail	Type	Uses	Land Ownership	Trail Location	Overlapping Mgmt Plans	Trail Classification	Updates Completed	Unmet Needs	Things to Add	Notes
Lower Dewey Lake	Current Trail	Foot, Bike, Horse, ATV, Ski	MOS	NA	Dewey Lakes Recreation Area	Current 3, Goal 4. High	Backside trail improvements, dock, designated fire areas, kiosk at trailhead	Drainage problem areas, switchback work (front-side), update trail markers, review motorized policy, additional outhouse(south end)	designated camping areas, offshoot trail to the waterfall on North end(possibly add to upper lake trail with bridge), signage for outhouses, service road improvements/access?, reduce fuel load - fire safety	Potential for ski trails - deathrock road - open up some connectivity and more trails
Sturgill's Landing	Current Trail	Foot, Bike, Run	MOS, USFS	NA	Dewey Lakes Recreation Area	3 Medium	Re-route around slide area, route around muskeg bog, outhouse updates,	Heli-pad halfway between south end of lower and sturgills, new-outhouse, interpretive signs, view turnouts	* Cabin (USFS)	Tim - check with USFS on outhouse updates. Heli pad maybe something we can take out with the new trail or keep it on? (talk to FD?), sea route potential
Upper Reid Falls & Icy Lake	Current Trail	Foot, Bike, Run, ATV	MOS	NA	Dewey Lakes Recreation Area, Tongass Juneau Ranger District Mgmt Plan	Current 2, Goal 3. Medium	geoblock	viewing platform at the falls, interp signs	Bridge across creek to access area north of Reid Creek to reach toward Denver or Upper Lake Loop, drainage issues (access rd), re-route	view platform might be inviting people to explore around more and might lead to incidents. GK would like to rename this trail/reoute Reid Creek Trail
Upper Dewey	Current Trail	Foot, Ski	MOS	NA	Dewey Lakes Recreation Area	3 High	phase 1-3	camping area on east side of the lake, address heli-pad	Bridge repair across the dike, address tred/drainage issues, trail around the lake	Upper Dewey Lake to Dewey Peaks discussed. No possible routes were identified
Devils Punchbowl	Current Trail	Foot, Ski	MOS, USFS	NA	Dewey Lakes Recreation Area	2 Low		Trail down to Sturgills or backside trail, extension to Paradise Valley(Denver GL)	chairlift (tim)	
Paradise Valley Extension	Wish List	Foot, Ski	USFS	From Devils Punchbowl wrapping around into Paradise Valley	Dewey Lakes Recreation Area		NA	NA		
Punchbowl to Lower Dewey	Wish List	Foot, Ski	MOS, USFS	From Punchbowl on the South side of Snyder Creek, intersecting with the Sturgills trail	Dewey Lakes Recreation Area		NA	NA		
Icy Lake to Town	Wish List	Foot	MOS	From Icy lake down the hill side to the lower lake to lower reid trail connector	Dewey Lakes Recreation Area		NA	NA		Steep - no possible routes were identified
Lower Reid Falls	Current Trail	Foot	MOS	NA	Dewey Lakes Recreation Area	4 High	interp signs, tred work/rock steps	rock work at falls to stabilize bank and create better view landing		Connectivity to CCC rd
Upper Dewey Lake to Dewey Peaks	Wish List	Foot, Ski	MOS, USFS	Upper Lake into the Reid Falls Valley, continueing on that bench and possible extension down into the Denver Valley			NA	NA		Steep - no possible routes were identified
AK Road Commission	In Progress	Foot, Bike, ATV, Horse	MOS, USFS, WPPYR(?)	Lower Reid to Denver Valley		4 High	Define route	Agreement between MOS/WPPYR, create trail, trailhead kiosk		Much of this is currently in progress. City Manager is negotiating with White Pass to clear some rock. Trail is flagged.
Goat Lake	Wish List	Foot, Ski	USFS	Different route near APT pipeline? or take the ridge/bench up from Denver area			NA	NA		APT: the public can go up the area. The property is Forest Service. Parking is on the highway shoulder. The trail is currently a goat trail. Trail from West of Glacier Station. (John). Trail from Denver (Nicole)

# Appendix

## Wish Lists, Community Concerns & Comments

Dewey Lakes to Border cont.

Lower Trailhead - Lower Reid (Streamwalk?)	Wish List	Foot, Ski, Bike	MOS	Follows hillside just above the tracks from the Lower Lake trailhead out to Lower Reid fork. Offshoot uptrack for ATV/mtn bikes to Lower lake trail system.			NA	NA		
Brackett Wagon Rd			USFS, NPS	Follows old Brackett Wagon Rd path			NA	Safe access		NPS will update with trails plans
Denver Extension	Wish List		USFS	Towards Glacier - or further up the East Fork valley			NA	NA		
Laughton Extension	Wish List		USFS, NPS	La Grand access - Over river and wrap around? Over moraine?			NA	NA		
Bridal Veil Falls	Wish List		USFS, NPS	Highway down to Skagway River - Shorter hike with multiple waterfall view points			NA	NA		
Laughton Access	Wish List		USFS, NPS	From Bridal Veil? From Brackett or White Pass City? - Provide access to Laughton for when train isn't running and to keep off track when it is			NA	NA		From goat lake to glacier station?
Streamwalk	Current/In Progress	Foot, Ski, Bike, Wheelchair	MOS/WP&YR ROW	MOS is currently working with WP&YR to create section 2 of the streamwalk along the stream/tracks from the 3rd Ave bridge to City Hall.		4 High				Oasis committee explored expanding greenbelt trails in town. Will contact them for findings.
Black Lakes				Wrapping around the hump with views of Denver Valley, West side of black lakes old WP trail						
Cemetery Road Cutoff/river trail	Current/In progress		MOS or WP&YR	Starting just past the Skagway Bridge, heading along the dirt road to the railroad tracks		4 High		Path exists along part of the route.	Clear signage at the south end directing people off the road.	Currently, people walk in the road, creating a hazardous potential between pedestrians and the many vehicles that travel to the cemetery in the summer. (began talking with WP just before covid to get access around the south end of their gas shops to allow people to get completely off the road. Many currently utilize the dike trail in place and already spoke with Tyson about new surfacing along the dike from the airport fence to GR cemetery) Hopefully to be completed next spring when WP is more staffed.
Access Road (APT)	Current	Foot, ATV, Bike	MOS			4 Medium		upgrade/reroute		

**General Notes:** As Jaime said in her email, I think it would be great to include native names and language in the signage. AF&G contacted for goat kidding area information, memorial marker process/protocols // USFS Contact: Tristin Flaharty 617-8598



# Appendix

## Wish Lists, Community Concerns & Comments

AB to Border										
(Area between Klondike Highway and Chilkoot to the Border)										
Trail	Type	Uses	Land Ownership	Trail Location	Overlapping Mgmt Plans	Trail Classification	Updates Completed	Unmet Needs	Things to Add	Notes
AB Mountain	Current Trail	Bike, Foot	MOS, Mental Health, ADNR	NA	NA	2 - Lower AB High / Upper AB Low	Markers above treeline, bridges	Parking for hikers needs to be added so there is still room for people visiting the cemetery. Should the MOS buy Hamiltons property next to the cemetery, a public parking area should be added, along with an easy trail from the parking area to the cemetery	New trail leaving from Pioneer cemetery to AB trail. could be used for better access SAR and shorter trail for hikers. Alpine Route to International Falls? Cabin	Parking at the trailhead - on busy days it can be nuts especially with additional bike traffic (Old Rife Range). Address mountain bike trails - labeling and mapping?.... Route down towards Black Lakes. right of way? STC Plan
Yakutania Point	Current Trail	Bike, Foot, ATV	MOS	NA	NA	3 High	Outhouse, fire rings		stroller/bike access - maybe a reroute? (up flying squirrel)	*State gift as a park
Pet Cemetery	Current Trail	Bike, Foot, ATV	MOS	NA	NA	3 High	Hill improvements, re-route, corner improvement			cemetery side clean up?
Smugglers Cove	Current Trail	Bike, Foot, ATV	MOS	NA	NA	3 High	interpretive signs, trail extension towards Rabbit Cove, fire pit area improvements			APT Line issues or activity limitations? classify new smugglers trail on the west side as a route not a trail.
Flying Squirrel	Current Trail	Bike, Foot	MOS	From outhouse to top of Service Rd		3 High	NA		hardening in spots, markers	
New Smugglers Trail	Current Trail	Bike, Foot	MOS	Old shooting range down to Smugs			NA	Signage, trail color & distance markers. Broken glass from old rifle range is on path & migrating to new trail. Possible solution: wood chip covering?		This path was put in for local use to define a route so the whole area wasn't being trampled down. It was not intended to be on the trail map or advertised other than that.
New Trail off pet cemetery trail	Wish List	Bike, Foot	MOS	From middle of service road connects to Pet Cemetery Trail. stays along ridge above trail along Skagway River			NA			
Dyea Trail	In Progress	Bike, Foot, Horse, ATV	MOS, Mental Health, State	Shooting range to Dyea/Hackett Hill area along ~1,200' line		3 High	Shooting range to just before Matthews Creek is flagged			Parking options? (gate issues?) Multiple options: current shooting range, dyea rd, old shooting range)
International Falls	Current Trail	Foot	DNR, (Start is in BC)	NA		2 High				US side access - maybe up from North of DOT shops. Cabin. Access from green bathroom - talk with BC
Black Lakes	Wish List	Foot	MHT	Trail around black lakes or wrapping around the backside of the hump with views down the Denver Valley			NA	NA		MOS land just south make a viewing platform? Trail down to Liarville dike and out to brush pile
AB Lakes	Wish List	Foot	ADNR	Off shoot trail just above treeline, follows a bench to 3 alpine lakes with views of the Denver & Skagway River Valley - could loop it back to the trail up top or make it an out and back			NA	NA		

# Appendix

## Wish Lists, Community Concerns & Comments

AB to Border cont.

Pioneer Cemetery	Current-ish	Foot				2 Medium	Parking for hikers needs to be added so there is still room for people visiting the cemetery. Should the MOS buy Hamiltons property next to the cemetery, a public parking area should be added, along with an easy trail from the parking area to the cemetery	Parking at recycling/brush area
Nahku Point	Current-ish	Foot			Nahku Bay Mgmt Plan	3 High		viewing platform or picnic spot, loop around the point
Seven Pastures	Current-ish			Walking/running Trail/ Path around the entire ball fields (it could possibly even be used as a track or ski track)		5 High		Outter loop for dog walking, stollers and running. Dog Park near mound?
Point to Seven Pastures								We looked at this and due to the land ownership, no route is possible
Matthews Creek Overlook	Wish List							
Dyea road/town loop	Current route	Foot, bike,	MOS, State	Walking path along the road from the bridge to the Dyea cutoff and then up and around to the smugglers road		4 Medium		The Dyea Road portion would be a DOT project. Any work on the Dyea road should include a plan for bikes & pedestrians. The current situation is unsafe.
<b>General Notes:</b> Whitewater park on lower Skagway - Dog park at seven Pastures								

# Appendix

## Wish Lists, Community Concerns & Comments

West Side of Dyea Area

Trail	Type	Uses	Land Ownership	Trail Location	Overlapping Mgmt Plans	Trail Classification	Updates Completed	Unmet Needs	Things to Add	Notes
Lost Lake	Current Trail	Foot	NPS, MOS	NA	West Creek Mgmt Plan					To be left as a social trail - no maintenance
New Lost Lake	In Progress	Foot, Ski, Bike(?)	MOS	Blue Bridge heading right then gradually up to Lost	West Creek Mgmt Plan	2 High	Flagging and brushing	construction - three phases	vault toilet in the vicinity	
West Creek Trail	Social trail	Foot, Ski, Bike, Horse, Snow machine, ATV, Hunting	MOS, DNR	End of road - continues up river. Kind of tracked in. Easy to follow old trail markers in Winter conditions	West Creek Mgmt Plan	1-2 Medium		Kiosk, route/trail to glacier, cabin proposal, road maintenance		Flag a corridor and let people cut and take wood? Route around the hump
Face Mountain	Wish List	Foot, Ski	MOS, ADNR	From big rock at Lost Lake follows the gentle ridge to the top of the ridge above the lake	West Creek Mgmt Plan		NA			Alpine access - main trail will just go to high point on the ridge above lost
Lower West Creek River Trail	Wish List	foot	MOS	Out and back along the river from blue bridge heading south	West Creek Mgmt Plan		NA			potentially 4 wheeler? picnic spots
Norse Valley	Wish List	foot, ski	MOS, ADNR, BLM, NPS	Extension from the Chilkoot			NA			
Yeatman	Wish List		MOS, ADNR	Starting from West Creek Rd or Brads Rd area and switchbacking up to the bench with lakes around treeline			NA			Alpine access - main trail will end on the bench with the lakes
Glacier View Trail	Wish List	Foot	MOS	Cross blue bridge and head north a short ways to a high point with a view down the west creek valley and glacier	West Creek Mgmt Plan		NA			
Taiya River Rd	Current Road-Trail					3 High		maitenance, picnic area or camp spots at the end of the road? Cap it with gravel		trapping in the area?, maybe just leave the area be? just for locals?
West Creek Ski Bowl	Wish List	skiing	MOS	Across blue bridge, follows new lost trail briefly then heads up drainage. Skiing off to lookers right of drainage.	West Creek Mgmt Plan		NA			Bill Glude - Access to protected ski terrain 3.5km to the base of the area. No avi danger on route in. Cabin Site?



# Appendix

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## Community Plans included in this planning process

2003 Comprehensive Trail Plan.

[https://www.skagway.org/sites/default/files/fileattachments/community/page/28411/skagway\\_trail\\_plan\\_-\\_web.pdf](https://www.skagway.org/sites/default/files/fileattachments/community/page/28411/skagway_trail_plan_-_web.pdf)

2030 Comprehensive Plan.

[https://www.skagway.org/sites/default/files/fileattachments/clerk039s\\_office/page/28411/2030\\_comp\\_plan\\_reduced.pdf](https://www.skagway.org/sites/default/files/fileattachments/clerk039s_office/page/28411/2030_comp_plan_reduced.pdf)

2030 Comprehensive Plan- Action Plan.

[https://www.skagway.org/sites/default/files/fileattachments/clerk039s\\_office/page/28411/2030\\_comp\\_plan\\_action\\_plan.pdf](https://www.skagway.org/sites/default/files/fileattachments/clerk039s_office/page/28411/2030_comp_plan_action_plan.pdf)

Dewey Lakes Recreation Management Plan.

<https://www.codepublishing.com/AK/Skagway/#!/Skagway16/Skagway1612.html#16.12>

Dyea Flats Management Plan.

[https://www.skagway.org/sites/default/files/fileattachments/clerk039s\\_office/page/28411/06\\_17\\_2010\\_final\\_dyea\\_flats\\_land\\_management\\_plan.pdf](https://www.skagway.org/sites/default/files/fileattachments/clerk039s_office/page/28411/06_17_2010_final_dyea_flats_land_management_plan.pdf)

Naku Bay Conservation Area Management plan.

<https://www.codepublishing.com/AK/Skagway/#!/Skagway16/Skagway1614.html#16.14>

Skagway Coastal Management plan.

[https://www.skagway.org/sites/default/files/fileattachments/clerk039s\\_office/page/28411/scmp\\_final\\_plan\\_amendment\\_text\\_-\\_march\\_2007\\_reduced\\_size.pdf](https://www.skagway.org/sites/default/files/fileattachments/clerk039s_office/page/28411/scmp_final_plan_amendment_text_-_march_2007_reduced_size.pdf)

Skagway Port development Plan.

[https://www.skagway.org/sites/default/files/fileattachments/clerk039s\\_office/page/28411/1\\_final\\_report\\_skagway\\_port\\_development\\_plan\\_reduced\\_size.pdf](https://www.skagway.org/sites/default/files/fileattachments/clerk039s_office/page/28411/1_final_report_skagway_port_development_plan_reduced_size.pdf)

West Creek Master Plan.

[https://www.skagway.org/sites/default/files/fileattachments/community/page/28411/july\\_2014\\_approved\\_west\\_creek\\_master\\_plan\\_web.pdf](https://www.skagway.org/sites/default/files/fileattachments/community/page/28411/july_2014_approved_west_creek_master_plan_web.pdf)

# Appendix

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Future trail development could include developing a Skagway Trails logo

DRAFT