

# The Quiet Times

The Alaska Quiet Rights Coalition  
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Spring 1999

## The Costs of Tourism in Alaska

A tidal wave has hit Alaska; it is rapidly becoming a Tsunami, engulfing our shore communities and reaching with long tentacles deep into wild places of the interior. Alaska is changing and will be changed even more in the future by this invading wave. We name the wave, tourism, and as predictable as the tides, it flows over us. It deluges us with visitors---and noise. Fifty percent of the visitors come in big tours. Motorized vehicles bring them by air, water and road. Motorized excursions by air, water or road take them to real or staged Alaskan experiences. Although many of us benefit from the wash of dollars riding in with the tourist tide, the peace of our homes and the natural quiet of our favorite places are lost in the racket.

This issue of The Quiet Times is devoted to the subject of the loss of natural quiet to tourism. "News From Around the State" includes reports from supporters in Alaskan communities about the effects of tourist noise in their areas. The "Information Packet" looks at both problems and solutions. The Alaska Quiet Rights Coalition hopes the newsletter will contribute to the dialogue of thoughtful Alaskans as we search for ways to share this great land with our visitors & maintain the natural quiet essential to our Alaskan way of life.

A proposed ordinance that would have allowed snowmachines in the Municipality of Anchorage was soundly defeated by the Assembly in April, due in part to AQRC efforts.

## 501(c)(3)

The IRS has granted the Alaska Quiet Rights Coalition 501(c)(3) status. Any donations made on or after Feb. 6, 1998 are deductible.

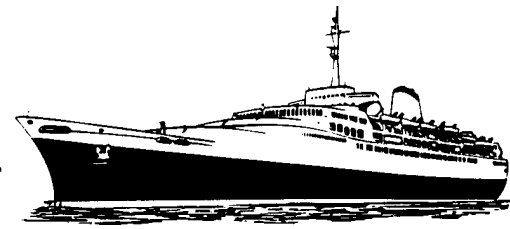
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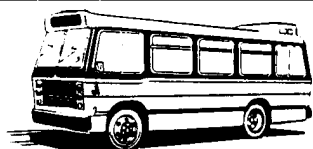
## The Terrific Twos

The Alaska Quiet Rights Coalition is a little over two years old and growing fast. The need for natural quiet strikes a chord with many people: private property owners concerned about the quiet enjoyment of cabins/homes; backcountry enthusiasts who believe natural quiet is an essential part of an outdoor experience; fishermen who don't expect solitude on the Kenai, but do expect to hear the river and birds.

In its terrific twos, **AQRC is fast becoming the resonate, resolute voice of quiet in the state.** AQRC, along with other organizations, has intervened in a lawsuit filed by snowmachiners who are challenging the National Park Service's decision to continue its 80-year ban on snowmachines in most of old Denali Park. If the Park Service won't keep snowmachines out of old Denali Park, we can't expect them to hold the line anywhere.

AQRC has also devoted time to the Chugach National Forest revision of the management plan to ensure visitors to the Forest find accessible natural quiet. We have button-holed countless state and federal officials about opportunities for quiet, and kept an eye on legislation in Juneau. We have done good work. The challenge is to keep it up.

Jim Adams, President AQRC



## Juneau

The headline in a recent Juneau Empire newspaper could not have been more on target: **"Juneau Braces for '99 Cruise Ship Season."** Over 590,000 passengers are expected to trod down the gangplanks and into town this summer, a number that does NOT include the nearly half again as many crew who will visit as well as thousands of independent travelers arriving by ferry and plane. Juneauites indeed are bracing for the "cruisers," representing a 4.2% increase in number from last year. (Note that overall tourism has increased over 20% since summer 1995.)

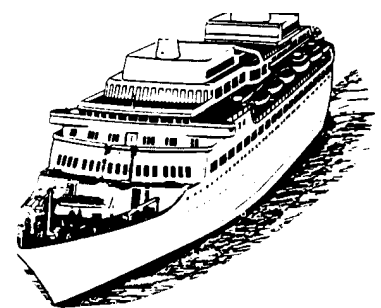
As the head of the Juneau Convention and Visitors Bureau is quick to point out, the ship passengers have an economic impact on Juneau of \$65 million, providing 2,455 summer jobs, mainly to college students and others not needing to be sole support for a family. But economics are not the only impact our visitors make, and the residents are restless.

Last November at the request of the city's Tourism Advisory Committee, the McDowell Group conducted a statistically-defensible opinion survey of 500 Juneau households and compared it to the survey they performed in 1995. The results show increased concern with tourism impacts. Compared to 1995, more residents perceived more negative than positive impacts (8% in 1995 vs. 10% in 1998) while fewer saw more positive than negative impacts (34% in 1995 vs. 29% in 1998). The largest group

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of households (43%) stated that tourism has "both positive and negative impacts" on their lives. Of course, the economic benefits of tourism are surely good for Juneau as are the efforts expended to keep the city litter-free and flowered. But what did the residents feel were the major negative impacts?

Downtown bus, van, cab, and pedestrian traffic was ranked highest by those surveyed as activities in need of having their impacts decreased. **AQRC supporters should particularly note that 81% wanted helicopter flightseeing either reduced (32%) or maintained at 1998 levels (49%), while only 13% thought flightseeing by helicopters could be expanded.** In all geographic areas of town, 41% noted an increase in helicopter noise compared to the summer of 1997. Interestingly, the survey revealed that 62% of households favored increasing independent tourism while only 17% wanted to see an increase in cruisers (while 32% wished for a decrease). To date, Juneau has enjoyed limited visitation by RVs. If a road out of town should ever be built and RV traffic increase, the support for the "independent" tourist would undoubtedly wane.

Many residents feel the municipality has failed to take a good, hard look at the impacts of industrial tourism. Frequently, critics are queried: "So, would you rather have logging and mining??" Obviously not, but the 720,000 visitors to Juneau in 1998 did not represent a minimal environmental impact ~ 1.4 million feet do not tread lightly nor quietly. The city's one major out-reach effort is the "Tourism

Hotline," of which only 58% of households surveyed even knew about. Of 275 calls to the hotline during the summer 1998, 40% were complaining about noise from cruise ships or aircraft. (For those readers who have not lived near a cruise ship, the ship's PA system is LOUD = "Bingo at 3 pm!")

**Our quiet resource is most significantly impacted by helicopter flightseeing.** Four tour operators made nearly 16,000 landings on the Juneau Icefield during summer 1998, even though the Forest Service had permitted over 19,000. The scoping period for a new environmental impact statement for the years 2000 to 2004 that will determine the number of special use permits to land on FS land has just concluded, with the draft EIS due out by year's end. About 120 scoping comments were received, with local and regional groups ready to encourage members to comment on the DEIS when it is available.

The most telling evidence that the industrial tourism industry is not listening to Alaskans is the fact that, despite 81% of Juneauites surveyed wanting helicopter flightseeing held at 1998 levels (15,959 landings) or reduced, the 4 tour operators have asked the Forest Service to permit 41,691 landings by the year 2004! It is no wonder we in Juneau are bracing ourselves!

Sue Schrader

**"There is enough for everyone's need,  
but not for everyone's greed."  
Mahatma Gandhi**



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## Haines: Ripe for Tourism Planning

Haines is a quiet little town, compared with other Alaskan places in which tourism has become dominant. Just a few miles away lies Skagway, which will entertain nearly 600,000 tourists this summer. Fewer than half of them will visit Haines. So why does Haines remain tranquil? Will it stay?

Perhaps its very proximity to Skagway is one reason it enjoys peace and quiet. The two towns share resources essential for tourism in more or less equal measure, but one factor tips the volume of visitors toward Skagway: the White Pass & Yukon Route RR. This attracts thousands of tourists, seven days a week, May to September.

But Haines pays a price for this new traffic, too, noisy flights, commercialization and degradation of wilderness, and an increasing seasonal imbalance that makes it difficult for local businesses to survive the winter.

Haines can enjoy economic success without sacrificing quality of life or the resources the community depends upon. **To achieve that goal, its people must envision success that is self-sustaining and in balance with existing resources, rather than success that is dependent on outside forces that sacrifice the resources.** They must work together to define what is and isn't acceptable. They must plan and act accordingly. If they don't, the engines of commercial tourism will redefine Haines in their image, eroding its quiet qualities and defacing its uniqueness.

By Larry West

## Update on South Side Denali Development

The Governor's South Side Denali Citizen's Consultation Committee worked toward a draft recommendation to the Governor for development in the Tokositna region. March 31st the committee voted 8 to 4 to develop a "nature center" at the end of two miles of "park-style, controlled access" road. This road would take off from the Petersville Road up to the Long's Point ridge system. Access would be by shuttle only, starting from a new campground located near the Forks Roadhouse. ACE, the miners, the Talkeetna representative and ARWTA were the dissenting votes, supporting only the new campground. It was unanimous to locate the visitor center along the Parks Highway.

Major opposition exists to this version of a Tokositna development. The "new" alternative recommendation from the Governor's Committee does not alleviate the concerns expressed by those in opposition to the Tokositna Overlook site and the recommendation is pending a summer site-visit by the committee. **Send comments expressing opposition to any Tokositna area development to Ali Iliff, DNR, Division of Parks and Outdoor Rec. 3601 C St. Suite 1200, Anchorage 99503-5921.**

Emphasize the need for a major visitor center on the Park's Hwy. It is achievable, has far less impact environmentally and fiscally, and benefits from strong public support.

Dori McDannold, Valley ACE



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## Denali Quiet Shattered

I have lived within Denali State Park for 16 years. In 1997 ERA Helicopters applied for and received a Conditional Use Permit to operate within the State Park. They have a heliport approximately 1000 foot from my home. In applying for the permit, they stated they would use an AS350 ASTAR helicopter, which is quieter than a Bell 206. This was a big "push" since they wanted to operate in the State Park. The entire season they operated with the Bell 206, the louder of the two helicopters, and when I approached them on the matter, I was simply given excuses. The first month of operation, they did make an effort to try and stay as far as they could from my home, as promised. But then things changed. Every flight has been so close that I can see the tourists in the helicopter. The noise is unbearable. When asked why, I was simply given excuses. Their hours of operation are from 8:00 am to 8:00 pm, but yet they flew right by my window at 11:15 pm with paying customers. When asked why, I was given more excuses.

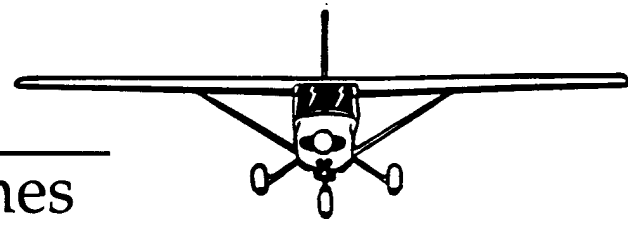
ERA Helicopters is located over the Chulitna River, and south of the most visited viewpoint of Mt. McKinley. They have stripped thousands of people the peace and quiet that accompany the miraculous view of Mt. McKinley from the viewpoint of , the people that canoe, raft, and kayak on the Chulitna River, as well as the local people that have lived there for years. People whose very reason to come to Denali State Park was

the solitude, quiet, and to enjoy the treasures it has to offer. As stated in the Oct. 1st, 1997 Anchorage Daily News: **"On sunny days with good visibility, it's impossible to escape steady plane and helicopter noise if you're anywhere in the Denali region.** On Denali's south side, when the weather is right for mountain viewing, people that live in the area may hear 50 or more flights in a single summer's day." A guiding service states that helicopter flights in particular affect back-country trips. Last summer, Princess Tours and Era Aviation's first season, several clients expressed surprise at the amount of noise. **Some aircraft flew close enough for the hikers to see the people's faces and people waving.**

As stated by Adolph Murie: "Since wilderness is recognized as one of the foremost values in the Park, it must be given special consideration in order to maintain purity." We are not considering the values of the parks and the State of Alaska, by increasing noise levels, increasing fumes from the helicopters, increasing the chance of fatal accidents, and increasing the chances of never seeing anything "wild" in our magnificent state, by forcing our treasures further away from their habitat. With all the pressures and increasing noise pollution everywhere on the world today, the grandest and most important value is to let our parks and wilderness of Alaska remain quiet. Silence is a vanishing sense, that may too soon be extinct if we don't put a stop to the greed and hunger of those who continue to rape our skies of the quiet that it offers.

Written for AQRC use in 1998.

Sharon Hecimovich



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## The Clash of Flightseeing and Denali's Wilderness Values

excerpts from an essay by Bill Sherwonit...

Since its birth in 1917, Denali National Park has been a symbol--arguably the premier symbol--of Alaska's wild landscapes and wild critters. Of northern wilderness. Here, in a protected area that now encompasses 6 million acres, is an intact subarctic ecosystem known for diverse and easy to view wildlife populations, great mountains that culminate in the continent's highest peak, and vast pristine tundra expanses.

Over the years, Denali's champions have argued that this park is different. It should be managed, above all, to protect wildlife, wilderness values and as Adolph Murie put it, "wilderness spirit". **Denali can be a role model for other parks, a place where development, visitor amenities and, at the extreme, even visitor satisfaction, is subordinate to wildness.**

That philosophy is perhaps best expressed in the backcountry management of Denali's "trailless wilderness". While day hikers face almost no restrictions (except that they stay out of designated wildlife closures), those who camp in the backcountry must obey a lengthy list of dos-and-don'ts. For example: Denali backpackers must obtain a backcountry permit, which allows them to camp in a specified area of the park. Most of Denali's backcountry units have visitor

limits of two to six people--another key restriction. People whose tight schedules don't permit flexibility are sometimes forced to go where they don't want to--or not go at all.

More requirements: backpackers must watch the park's Backcountry Simulator, a 45 minute interactive video that discusses, in great detail, such topics as bear encounters, stream crossings, and clean camping. They must go down a check list with a ranger and carry a park-supplied bear resistant food container. Once in the wilderness, backpackers must follow food storage and tenting regulations.

I've elaborated on these rules and restrictions to show that backcountry travel in Denali is not a matter of simply walking into the wilderness. For first-time visitors, moving through the system can be a long, complicated, frustrating business. But the top priority is not visitor comfort; it's to protect the wildness of Denali's backcountry and minimize human impacts to its wildlife, its landscape and its plants. As a consequence, even with greatly increased tourism pressures, people can still escape the crowds, find solitude, walk across untracked tundra, and have a good chance of seeing critters that have inhabited this place for thousands of years. Here, in keeping with the park's founding philosophy, Denali's wilderness values are conscientiously protected--with one notable exception: noise.

**For all they've done to preserve Denali's backcountry wildness, park managers have been unable to protect the wilderness's natural quiet. Each**

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year, more and more aircraft fly over the park; most are commercial flightseeing tours, both planes and helicopters. And their motorized roars and rumblings can be greatly disruptive to those below-- both humans and non-humans.

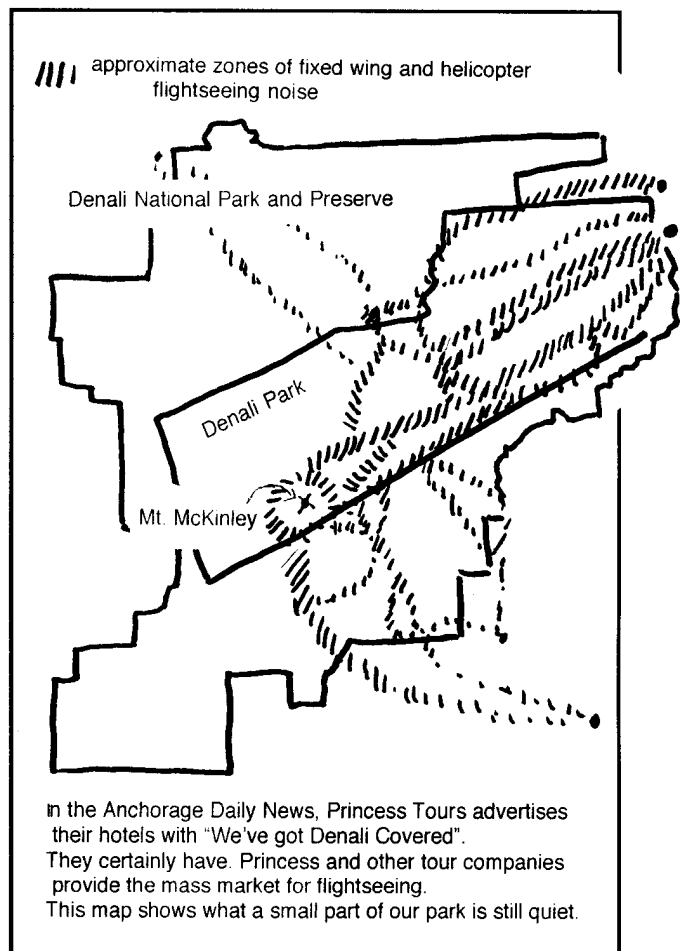
**Some Denali rangers believe commercial overflights to be the greatest looming threat to its wilderness heritage.** As one ranger put it, "flightseers are park users just as much as backpackers. And they're having significant impact. Just because a plane can fly anywhere, doesn't mean it should. We have quotas and other backcountry restrictions to minimize the impacts of people on Denali's wilderness. Why can't we have some sort of controls for flightseers as well?"

Park managers can do nothing, at present, to control flights over Denali or most other parklands. Flightseeing, with the notable exceptions of Grand Canyon and Rocky Mountain national parks, is an uncontrolled use of public lands throughout the U.S. But that may be changing. As more and more people recognize the value of natural quiet and desire more of it in their lives (the Alaska Quiet Rights Coalition is a local example) there's a growing national movement to place limits on commercial flightseeing tours of parklands.

Consider this: one recent summer, during a five-day 29-mile backcountry patrol, a Denali seasonal ranger documented 77 fixed wing overflights and another 47 by helicopter. More than half were flying low and many were "loud". On one particularly busy day, the ranger noticed 55

overflights between 8:00 am and 10:09 pm. All of it in a wilderness area. It is unlikely, perhaps undesirable, that all flightseeing would be banned from parks and other public lands. **But is it so extreme to place limits on aircraft, for instance have them stay in designated flight corridors, in order to restore some of the natural quiet at Denali and other wild areas?** On the ground lots of visitor controls have been put into place. It's time for pilots and their flightseeing customers to make some compromises as well, if Denali's spirit is to be honored and preserved.

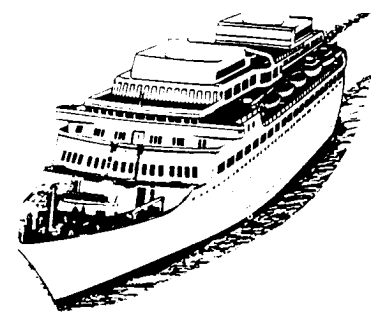
Bill Sherwonit is an outdoors/nature writer who lives in Anchorage.



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## Cordova

**Last summer the first cruise ships visited Cordova, bringing about 7,500 visitors.** Although the view of a cruise ship as big as Spike Island anchored in Orca Inlet was a bit incongruous, the experience was generally good. Local merchants appreciated the business, residents didn't feel inconvenienced, and surveys indicate that visitors enjoyed the fishing village. Residents called for improvements to town walkways so walkers know where to go, and this summer a church and a local business will be providing shuttle service from the harbor to Main Street.

The Copper River Watershed Project (CRWP) is working with the Chamber of Commerce to encourage small-scale tourism, and help the community reach conclusions about the magnitude/type of tourism that is right for Cordova. **The theme of this effort is the need for both the "throttle" and "brake" to encourage growth, but also maintain the qualities that make Cordova unique.**

Working with consultant Chris Beck, the Cordova Tourism Committee drafted a plan stating goals and laying out the decisions a community makes to direct tourism. CWRP also organized a workshop for the public. The city manager, planner, Chamber Board member, residents, and fishermen all helped map desired improvements and agreed to a "short list" of priorities.

Participants agreed to some broad goals for tourism in Cordova: expand

and diversify the economy; maintain a healthy, productive natural environment; maintain quality of community life; improve Cordova's fiscal health and public infrastructure; and keep the community informed and involved in tourism decisions.

To help the Chamber expand its capacity, the Chamber and CWRP will develop a plan the Chamber can implement to promote Cordova. Another tool for guiding tourism is monitoring the number of visitors to Cordova, amount of spending, the town's capacity to host conferences, and costs/benefits of tourism to Cordova.

Particularly for small, outlying communities like Cordova--places where commercial fishing, timber, and government spending are declining, tourism offers one the prospect of economic growth. Tourism also poses the risk of a range of disruptions, from unwanted changes in community life, to conflicts over fish and wildlife, environmental impact, and a change in previously tranquil destinations.

**The CRWP is focusing on three strategies to help implement these goals.** **First**, the broad philosophy that it is appropriate and possible to guide tourism growth, **Second**, an emerging consensus is building around a strategy called "micro-brewed tourism" (named by author Mas Masamoto). **Third** is the notion of tourism zoning--aiming to provide a diverse range of tourism environments, from developed to wild.

The Cordova Chamber of Commerce's plan will be developed in Summer, 1999. by Kristin Smith and Chris Beck



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## Arctic Treks

**In the entire, vast expanse of the Brooks Range and Alaska's Arctic, there is only one dirt road, the Dalton Highway or "Haul Road" going to Prudhoe Bay. So, other than the few people who hike off of the Haul Road, all visitors rely on small planes to fly into destinations like the Gates of the Arctic National Park and the Arctic National Wildlife Refuge. When I first started doing backpacking and rafting trips in these areas 20 years ago, we could usually go for a week or more without seeing another soul or hearing more than a plane or two.**

Today, while use is still relatively low compared to other parts of the state and the Lower 48, it has increased steadily so that in some drainages such as the upper Noatak, you're often in the flight path of small planes flying back and forth most of the day, dropping off or picking up parties. **The dilemma of seeking peace and quiet in a wilderness that we can only realistically access by small planes is one we all need to wrestle with. There are no simplistic solutions. Because flying in the Brooks Range is inherently challenging, with limited natural landing spots and further restrictions placed by weather and terrain, flight patterns cannot be realistically dispersed or rerouted to avoid flying over parties on the ground.**

**In my experience, the best solution would be to focus on the overall use patterns, rather than target small plane traffic itself as "bad". Areas**

like the Gates and the Arctic Refuge contain some of the highest quality wilderness experience opportunities in the world, but they now need to be managed as such, with limits placed on overall use so that the high quality of visitor experience is maintained. There are currently no regulations of any kind in the Arctic Refuge, and only limits on group size in the Gates--both places need limits placed on commercial permits, and a way to coordinate and disperse groups so that there are fewer groups in the same place at the same time.

**We need to first talk together about what quality of experience we all want to have available to us in such world class wilderness areas. That will then guide us in devising the right formula of people/place/planes that will allow for creating and maintaining that quality of experience.**

Carol Kasza

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## "The Effect of Mechanical Noise and Natural Sound on Visitor Experiences in Units of the National Park System"

is a recent study done for the National Park Service by Dr. James Gramann at Texas A&M University. The study is available at [www.nps.gov/socialscience](http://www.nps.gov/socialscience). Follow NPS Social Science Program to The Program to Products to Social Science Research Review Series.



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## Tenakee Springs

At the November, 1998 Annual Quiet Rights Coalition meeting, Tenakee Springs was acknowledged as being the only city known in Alaska to have an ordinance banning personal watercraft (PWC). Major Louis Heins and the City Council were pleased to receive this award. The City Council unanimously approved the ordinance in their August meeting to keep PWC from the waters adjacent to the City. There are not currently any locally owned PWC in Tenakee and our hope is to prevent the introduction of these disturbing craft. We are attempting to maintain our peaceful lifestyle and prevent the disturbance of the wildlife we enjoy.

Last August the cruise ship, World Discoverer, planned to put their 120 passengers ashore in Tenakee Springs, a small (population 90) community in southeast Alaska. The harbor master informed the ship's expedition leader that the plan was unacceptable because the town did not want such large scale tourist invasion and did not have facilities to accommodate them. The expedition leader decided to proceed with the tour and the passengers were rafted to the harbor. A group of local residents met them and explained our concerns and a flyer was handed out stating that "the impact of large-scale tourism is devastating to a community our size."

In February, an Associated Press journalist wrote an article published in papers across the US. Over 60 letters

have been received from readers, all of them encouraging our action. A typical letter said, "I am most heartily in agreement with you in your effort to maintain your privacy and dignity. Obviously you all value the peace, quiet, and natural surroundings in which you live."

The director of operations at Society Expeditions, the owners of World Discoverer, said it was an embarrassing situation for them and that they won't call any more at Tenakee Springs.

Joan McBean

## The Quiet Connection

AQRC has recently signed up for an email service to help facilitate our need to get information to members electronically. OneNorthwest, a Seattle-based technology group, provides free list management to non-profit groups in the northwest and Alaska.

Become part of the quiet connection. Subscribe by sending the following email with a "blank" subject line to [majordomo@onenw.org](mailto:majordomo@onenw.org):

**subscribe aqrc (your email address)**

e.g. subscribe aqrc  
[johnsmith@Alaska.net](mailto:johnsmith@Alaska.net)

The Alaska Quiet Rights Coalition  
would like to thank  
Cindy Schraer for her dedication and  
work in keeping the Coalition's data base  
up to date.

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## **AQRC Tourism Committee Report**

The AQRC Tourism Committee has been working with a concept to promote the positive aspects of quiet recreation to Alaska's tourists and recreationists. One idea is to recognize those activities or businesses that promote quiet recreation with an AQRC "stamp of approval". Similar awareness techniques such as the recycled emblem or dolphin-safe tuna labels have been highly successful in educating consumers about their choices.

It is important that AQRC influence the real decision-makers - those tourists who come to Alaska to experience the great outdoors. Understanding human impacts to the environment and wildlife is essential to a successful tourism industry. By fostering respect for Alaska's quiet places and our quality of life, we can avoid conflicts and continue to put out the "welcome mat" for visitors.

If you are interested in becoming involved with this project, please contact Karen at 277-0897.

Karen Deatherage

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## **Last Frontier / Sustainable Future?**

Alaska Conservation Alliance and the Alaska Wilderness Recreation and Tourism Association are co-sponsoring a **conference** on July 22, 1999 in Anchorage, designed to discuss AK economic future.

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## **AORC Board Members**

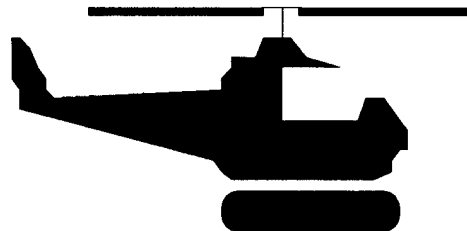
Jim Adams, Michael Allwright,  
Terry Bailey,  
Karen Deatherage, Cliff Eames,  
Dan Elliot, Elizabeth Hatton,  
Richard Hensel,  
Trisha Herminghaus, Tamea Isham,  
Tom Meacham, Dori McDannold  
Nancy Michaelson, Susan Olsen  
Bill Sherwonit, Kate Worthington

**The Alaska Quiet Rights Coalition board  
meets the 2nd Thursday of  
every month at the  
Qupqugiaq Cafe  
west of Arctic and 36th.**

**The public is invited to attend.  
5:30 - 7:30 PM**

**"We have done well in several  
environmental areas. Many places in  
this country look the way they did 200  
years ago. Almost nowhere  
SOUNDS the way it did  
even 20 years ago."**

**Chip Dennerlein  
National Parks and Conservation Association  
AK Regional Director**



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## The Sounds of the Sound

Prince William Sound, our tranquil cobalt jewel surrounded by Chugach National Forest, is going to be auditorily challenged by the new road to Whittier and increasing cruise traffic. There is hope that good planning will cope with the challenge. In an interview with Chris Beck, tourism consultant, AQRC learned that meetings between tourism industry reps and the Chugach National Forest Planning Team are going forward. Not all issues are yet solved. Chris said that, as is usual with planning efforts, the devil is in the details. The issues of intensity of use in particular areas, that is the number of users and facilities for the users, are unresolved and the Chugach National Forest's "recreation opportunity spectrum" format doesn't always provide mechanisms to resolve these questions. **Concerns with sizes of groups, numbers of groups, and frequency of noisy encounters in any one area are still being addressed.** Because the state controls the tidelands, state involvement is also essential to the planning process. That involvement is currently threatened by a legislative attempt to cut funding for planning in the Division of Lands.

From an interview with Chris Beck

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**Look at the map of PWS in the Info Packet.** Please mark areas of the Sound you would like considered for quiet recreation. We'll include your ideas in our work with the Chugach National Forest Management Plan.

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## Alert for those who live near a state highway:

Snowmachiners want the state to open highway right-of-ways to snowmachine routes. The DOT is doing a study on this. Hearings have been held and will be held in Fairbanks and Wasilla. Next Fairbanks meeting is June 15, FNSB Building.

Comments can be sent to  
**Jacques Boutet,**  
Project Manager 800 E Diamond Blvd.  
Suite 3-520 Anchorage AK 99515  
or  
Jacques@alaska.net  
or  
www.fbcgreen.com

Send a message ~ just say no.

The Alaska Quiet Rights Coalition messages are clear.

Please make them your messages.

- 1) Quiet is a Natural Resource and needs to be treated as such by all governing bodies.
- 2) Some areas in Alaska have reached a population density such that multi-use trails aren't working.
- 3) The carrying capacity of public lands for various activities needs to be determined prior to any permitting.