

# Iditarod National Historic Trail Travel Analysis

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Peter J. Fix

Department of Humans and the Environment

School of Natural Resources and Agricultural Sciences

University of Alaska Fairbanks

Fairbanks, AK 99775



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## Introduction

The Iditarod National Historic Trail (INHT) is an important travel route for residents of villages located along the route, provides recreation to many individuals, and facilitates several competitive events such as the Iditarod, Iron Dog, and Iditasport. The INHT crosses land owned by native corporations and state and municipal governments, and land managed by four federal agencies (The Bureau of Land Management (BLM) the U.S. Forest Service, the U.S. Fish and Wildlife Service, and the Department of Defense). A cooperative plan guides the management of the trail among these land owners, and the BLM coordinates management and serves as the contact for trail issues. Trail-related management decisions should be guided by information regarding frequency and location of travel, reasons for travel, and constraints on travel along the INHT; benefits received by users of the trail and perceptions of impacts to villages from trails users; and opinions regarding future management.

The goal of this study was to gather information regarding these topics from households in villages along the INHT. Results from this study provide one piece of information that can guide management decisions.

This study was conducted as part of a larger study to gather information regarding the BLM's Bering Sea Western Interior (BSWI) planning area. The BSWI planning area is roughly the area south of the central Yukon River watershed to the Southern Boundary of the Kuskokwim River watershed and from the western border of Denali National Park to the Bering Sea, and includes part of the INHT. There are 25 villages or Census Designated Places (CDP) within the BSWI planning area (See Lingle, Fix, & Harrington, 2011 for more details of the BSWI planning area and study). The focus of this study was the 11 villages and one CDP in the BSWI planning area for which the INHT trail passes nearby and nine villages outside of the BSWI planning area but adjacent to the INHT (Table 1). Households in villages in the BSWI planning area received a survey that include questions regarding the INHT and other questions related to hunting and fishing in the area, see Lingle, Fix & Harrington (2011) for results of these other questions.

**Table 1: Villages sampled and version of survey received by village.**

<b>Regions receiving both the BLM lands survey (i.e., "BSWI") and the INHT survey</b>		
<u>Western Interior</u>	<u>Lower Yukon</u>	<u>Bering Sea</u>
McGrath	Anvik	Saint Michael
Nikolai	Grayling	Shaktoolik
Takotna <sup>1</sup>	Holy Cross	Stebbins
	Shageluk	Unalakleet
		Kaltag
<b>Regions receiving only the INHT survey</b>		
<u>INHT – Northern Route</u>	<u>INHT – North Section</u>	
Galena	Elim	
Koyukuk	Golovin	
Nulato	Koyuk	
Ruby	Nome	
	White Mountain	

<sup>1</sup>Census Designated Place



## Methods

### Survey Design

To account for the possibility that more than one person in a household received a survey, a note was included that only one survey per household should be completed. If someone else from their household had already completed the survey, they were instructed to check a box which indicated this and return the survey. A map was included that divided the INHT into six sections (Figure 1). Respondents were asked how often they used each trail section, how they traveled on each trail section, and why they traveled on those trail sections. It should be noted the combination BSWI/INHT survey used a different response scale for the frequency of travel question. Questions were asked about factors that restrict travel on the INHT, shelter cabins used, the importance of shelter cabins, whether more shelter cabins would increase use of the trail, and if members of their household would take advantage of a mass transit system that traveled between villages.

See Appendix A for a copy of the survey.

### Sampling

Given the number of villages involved in the study, a mail survey was determined to be the most feasible method of gathering the information. Households were the unit of analysis; questions were asked for the entire household and results generalize to households in a village. The voter registration database was used as the sampling frame. The voter registration database included multiple records for many households (i.e., multiple people from one household registered to vote). As our unit of analysis was households, the voter registration database was screened to one record per household. This was done by looking for multiple records with the same address, either with the same last name or different last names. These records were considered the same household, and only one record was retained. As some duplicate records were likely missed, we included a question asking respondents if someone from their household had already completed and returned a survey; if yes, they were instructed to return the survey without answering additional questions. For all villages in the study area, with the exception of Nome, we attempted to survey every household. For Nome we randomly sampled 650 households to receive the survey. The INHT only survey was sent by mail to a sample of 1,156 households; surveys were distributed by village<sup>1</sup> personnel to 256 households in three villages (Table 2). For the combination BSWI and INHT survey, we attempted to survey every village in the study area, with surveys in one village being distributed in the water bill and in two villages being distributed by local hire (Table 3).

All correspondence was addressed to the household, e.g., Smith Household. First a postcard was sent announcing the survey, followed by the survey, and then a thank you/reminder postcard. For the INHT only survey, to minimize cost and protect anonymity, the survey did not include an identifying code and a second mailing to those who did not respond was not conducted. For the combination BSWI/INHT survey, a second survey was sent to those who did not respond. INHT only surveys were mailed to households in the summer of 2010; the combination BSWI/INHT surveys were sent in fall 2010 and winter 2011.

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<sup>1</sup> Technically the survey was distributed by employees of the city entities for these villages, however, the term village is used for consistency in the report.

**Table 2: Villages receiving only the Iditarod National Historic Trail survey.**

<b>Village</b>	<b>Households<sup>1</sup></b>	<b>Number of surveys mailed<sup>2</sup></b>
<b><u>INHT – Northern Route</u></b>		
Galena	190	186
Koyukuk	42	40
Nulato	92	Distributed by village
Ruby	62	74
<b><u>INHT – North Section</u></b>		
Elim	89	Distributed by village
Golovin	49	65
Koyuk	89	96
Nome	1,216	573
White Mountain	65	Distributed by village

<sup>1</sup>Based on the 2010 census, obtained from the State of Alaska Department of Community and Economic Development Website (<http://commerce.alaska.gov/>). The number reported is occupied households.

<sup>2</sup>Includes only deliverable surveys. There were 122 surveys that were mailed but that were returned as undeliverable. The voter registration data base (VRD) was used as the sample frame from which to obtain mailing addresses. In some cases, we identified more households than listed by the census. This could be due to different time periods of the two databases, the VRD containing more households than census records, or that we incorrectly classified people in the same household as separate households.

**Table 3: Villages receiving the BSWI land use survey and the INHT survey.**

<b>Village</b>	<b>Households<sup>1</sup></b>	<b>Number of surveys mailed<sup>2</sup></b>
<b><u>Western Interior</u></b>		
McGrath	147	Distributed by village
Nikolai	37	30
Takotna <sup>3</sup>	22	22
<b><u>Bering Sea</u></b>		
Saint Michael	96	91
Shaktoolik	64	Local hire
Stebbins	134	107
Unalakleet	225	210
Kaltag	70	70
<b><u>Lower Yukon</u></b>		
Anvik	33	33
Grayling	55	Local hire
Holy Cross	64	64
Shageluk	36	36

<sup>1</sup>From the 2010 US Census, obtained from the State of Alaska Department of Community and Economic Development Website (<http://commerce.alaska.gov/>). The number reported is occupied households.

<sup>2</sup>Includes only deliverable surveys.

<sup>3</sup>Census Designated Place (CDP).



<p><b>Section One: Rohn Roadhouse.</b> Iditarod trail south of and including the Rohn BLM shelter cabin. Any travel north of this shelter cabin would be considered section two.</p>	<p><b>Section Three: Anvik and Lower Yukon.</b> Iditarod trail between Iditarod and Eagle Island. Includes the villages of Anvik, Grayling, and Shageluk.</p>	<p><b>Section Five: Unalakleet and Shaktoolik.</b> Iditarod trail between the Old Woman BLM shelter cabin and Norton Bay. Includes the villages of Unalakleet and Shaktoolik.</p>
<p><b>Section Two: McGrath, Nikolai, and Takotna.</b> Any section of the Iditarod trail north of the Rohn BLM shelter cabin and <b>not</b> beyond Iditarod, Dishkak, Cripple Landing, or Poorman. Includes the villages of Takotna, McGrath, and Nikolai.</p>	<p><b>Section Four: Ruby, Galena, and Kaltag Portage.</b> Iditarod trail north of Eagle Island, Dishkak, Cripple Landing, and Poorman. The Kaltag portage between the Old Woman BLM shelter cabin and Kaltag is part of this section. Includes the villages of Kaltag, Nulato, Koyukuk, Galena, and Ruby.</p>	<p><b>Section Six: Koyuk to Nome.</b> Any section of the Iditarod trail between Nome and Norton Bay. Includes the villages of Koyuk, Elim, Golovin, White Mountain, and Nome.</p>

Figure 1. INHT Trail Map and Trail Segment Descriptions Included on the INHT Survey.

## Analysis

Analysis was conducted with SPSS version 17. Most analysis consisted of simple frequencies of responses as the majority of the questions on the survey had closed-ended responses. However, many of the questions with close-ended responses also included an “other” category, in which respondents wrote in an answer. For these questions, similar responses were grouped based on their themes and the count of those categories is presented in the report. For example, “No ATV snowmachine this year” and “No transportation, Honda, snowmachine, etc.” were combined into “No snowmachine/ATV.”

When reading through the results, please note the following.

- Respondents completed the survey for their entire household. Therefore, most tables present the number of households in a response category and the percent of households in the sample in that response category.
- Several questions asked about use of the trail (i.e., how often they used the trail, how they traveled on the trail, and why they traveled on the trail). These questions did include a “did not use” response option. However, some respondents did not check any responses for some sections of trail. When the respondent did not provide any answer to these questions, we assumed it meant their household did not use that section of trail.
- For open-ended responses, some respondents provided responses that fit into several themes. Thus, tables presenting these results state “number of responses” and not “number of households.”
- Certain tables present separate analysis by the households that used the trail and the households that did not use the trail. Some tables present results as a percentage of households that used the trail and the percentage of all households in the sample.

## Results

Results are presented in separate sections for each region included in the sample. The order of the results in the report is as follows:

1. Results for villages receiving only the INHT survey. This consists of villages along the Northern Route and North Section. Within this section, first results are presented with both regions combined, then by the responses from the northern route followed by responses from the North Section.
2. Results from the Western Interior region.
3. Results from the Bering Sea region.
4. Results from the Lower Yukon region.

### Results for Households Receiving only the INHT Survey

Of the 1,034 deliverable surveys 169 were returned for a response rate of 16%. In addition, 22 surveys were received from Nulato, 13 from White Mountain, and seven from Elim for a total sample of 211. The 95% confidence interval for this region is +/- 6.4% at the 95% confidence level, assuming maximum variance in the population (i.e., one-half of respondents used the trail, the other half did not).

#### *Summary of results from the INHT only sample*

Key findings from households which received only the INHT survey are as follows.

- Most households that used the trail only traveled on one section, and, as expected, the section used was near their village of residence (Table 5).
- For households that did not use the trail, lack of time and cost of fuel were the top two reasons for not using the trail (Table 6).
- For households that used the trail at least once, poor weather and cost of fuel were the top two reasons for not using the trail more. Poor trail conditions was cited by just over 25% of respondents (Table 9).
- Snowmachine was the most often cited method of travel, followed by human power (Table 12).
- Recreation was the most often cited reason for traveling on the trail, followed closely by traveling to other villages and subsistence (Table 14). (Although it should be noted this finding is heavily influenced by households from the North Section, households along the Northern Route were more likely to use the trail for travel to other villages.)
- The Topkok Shelter Cabin was the most often used cabin, the other cabins along the trail were used infrequently (Table 16).
- Shelter cabins are an important factor in a household's decision to use the Iditarod Trail, however, 40% said the presence of more shelter cabins would not increase their household's use of the trail (Table 18, Table 19).
- Approximately half of the households would take advantage of a mass transit system along the trail (Table 20).

Respondents were asked how often members of their household traveled on the trail, how they traveled on the trail, and why they traveled on the trail. Results of these questions are presented in Table 4 through Table 15.

**Table 4: Number of trail segments used, households receiving the INHT only survey.**

Number of trail sections used	Number of households	Percentage of households
<i>One</i>	129	61.1
<i>Two</i>	18	8.5
<i>Three</i>	1	0.5
<i>Four</i>	0	0
<i>Five</i>	0	0
<i>Six</i>	3	1.4
<i>Did not use the trail</i>	60	28.4

*n* = 211

**Table 5: Trail use of households receiving the INHT only survey.**

Trail use	Section					
<i>times used</i>	<i>One</i>	<i>Two</i>	<i>Three</i>	<i>Four</i>	<i>Five</i>	<i>Six</i>
<b>None</b> <sup>1</sup>	207 (98.1)	208 (98.5)	204 (96.7)	151 (71.6)	191 (90.5)	119 (56.4)
<b>1-10</b>	2 (0.9)	1 (0.5)	5 (2.4)	30 (14.2)	17 (8.1)	56 (26.5)
<b>11-20</b>	1 (0.5)	1 (0.5)	1 (0.5)	9 (4.3)	1 (0.5)	18 (8.5)
<b>21-50</b>	0 (0.0)	0 (0.0)	0 (0.0)	11 (5.2)	0 (0.0)	11 (5.2)
<b>50-100</b>	1 (0.5)	1 (0.5)	1 (0.5)	4 (1.9)	1 (0.5)	6 (2.8)
<b>&gt;100</b>	0 (0.0)	0 (0.0)	0 (0.0)	6 (2.8)	1 (0.5)	1 (0.5)
<b>Sum of users</b>	4	3	7	60	20	92

<sup>1</sup>Assumes missing data (i.e., the respondent did not answer) is none (did not use).

*n* = 211

Of the 211 respondents, 60 households did not use the trail and 151 households used the trail at least once. Of the respondents who did not use the trail, 42 answered the question regarding reasons why they did not use the trail.

**Table 6: Reasons for not using the trail by households that did not use any section of the trail, households receiving the INHT only survey.**

Restriction <sup>1</sup>	Number of households	Percent of households <sup>2</sup>
<b>Lack of time</b>	21	50.0
<b>Cost of fuel</b>	12	28.6
<b>Personal safety</b>	7	16.7
<b>Poor weather</b>	6	14.3
<b>Poor trail conditions</b>	4	9.5
<b>Poor grooming</b>	2	4.8
<b>Lack of trail marking</b>	1	2.4
<b>Other</b>	13	31.0

<sup>1</sup>Reasons were listed on the survey; they are presented in this table in order of most frequently selected to the least frequently selected.

<sup>2</sup>Based on an *n* of 42; responses are not mutually exclusive and, therefore, do not sum to 100.

**Table 7: Definition of “Other” reasons for not using the trail by households that did not use any section of the trail, households receiving the INHT only survey.**

<b>Other</b>	<b>Number of responses</b>
<b>Do not use</b>	6
<b>No snowmachine/transportation</b>	3
<b>Not interested/no need</b>	3
<b>Age</b>	1
<b>Bad Knees</b>	1
<b>New to Area</b>	1
<b>Not enough warming cabins</b>	1
<b>Self Sufficient</b>	1

*Note.* 17 respondents provided a definition of “other reasons” (4 people did not check “other” but listed a reason for not using the trail).

**Table 8: Definition of “Poor Trail Conditions” by households that did not use any section of the trail, households receiving the INHT only survey.**

<b>Poor trail condition definition</b>	<b>Number of responses</b>
<b>Overflow and dangerous ice</b>	2
<b>Mother nature</b>	1

*Note.* 4 respondents provided a definition (the fourth response was “NA”).

Of the 151 households who used a section of trail at least once, 136 completed the questions regarding reasons they do not use the trail. For these households the responses indicate reasons they do not use the trail more often.

**Table 9: Reasons for not using the trail by households that used the trail once or more, households receiving the INHT only survey.**

<b>Restriction<sup>1</sup></b>	<b>Number of households</b>	<b>Percent of households<sup>2</sup></b>
<b>Poor weather</b>	77	56.6
<b>Cost of fuel</b>	68	50.0
<b>Lack of time</b>	49	36.0
<b>Poor trail conditions</b>	39	28.7
<b>Personal safety</b>	30	22.1
<b>Lack of trail marking</b>	29	21.3
<b>Poor grooming</b>	13	9.6
<b>Other</b>	9	6.6

<sup>1</sup>Reasons were listed on the survey; they are presented in this table in order of most frequently selected to the least frequently selected.

<sup>2</sup>Based on an n of 136; responses are not mutually exclusive and, therefore, do not sum to 100.

**Table 10: Definition of “Other” reasons for not using the trail by households that used the trail once or more, households receiving the INHT only survey.**

Other	Number of responses
N/A	3
Rough Trail / too windy / weather	2
Bridge out at Sulatana	1
Ice/Overflow	1
Improvement - (cabins/markings)	1
Travel mostly west of Nome	1
Cutting trail in other location	1
Lack of snowmachine experience	1
Trail not often there (by home)	1
Caring for young family members	1
Unable to access restricted land	1

*Note.* 14 respondents provided responses. Five respondents did not check “other” in the question asking why they did not use the trail, but wrote in a response.

**Table 11: Definition of “Poor Trail Conditions” by households that used the trail once or more, households receiving the INHT only survey.**

Poor trail condition definition	Number of responses
Snow conditions (too much snow, not enough, drifts, hard snow)	14
Ice/ Overflow	11
Hard to find trail/lack of markers	7
Bumpy/challenging/rough trail	5
Weather	2
Trail damage from Iron Dog race	2
Need fence along a dangerous cliff	1

*Note.* 42 respondents provided responses. Three respondents did check poor trail conditions, but wrote in an open-ended response to poor trail conditions.

**Table 12: Method of travel along the Iditarod trail, households receiving the INHT only survey.**

Method of travel	Section					
	One	Two	Three	Four	Five	Six
Snowmachine	5 (2.4)	3 (1.4)	6 (2.8)	59 (28.0)	14 (6.6)	84 (39.8)
Dogsled	0 (0.0)	0 (0.0)	0 (0.0)	7 (3.3)	0 (0.0)	6 (2.8)
Human powered*	2 (0.9)	1 (0.5)	1 (0.5)	18 (8.5)	3 (1.4)	32 (15.2)
Other	0 (0.0)	0 (0.0)	0 (0.0)	6 (2.8)	1 (0.5)	14 (6.6)

n = 211, and assumes missing data (i.e., respondent did not check a response) is did not use. In five cases a respondent checked a method of travel but did not check that they used the trail in question 1.

\*Human powered includes walking, snowshoeing, skiing, biking, running, etc.



**Table 13: Description of “Other” methods of travel, households receiving the INHT only survey.**

<b>Other</b>	<b>Number of responses</b>
<b>Airplane</b>	7
<b>4-wheeler/ATV</b>	7
<b>Boat</b>	5
<b>Truck/Car</b>	3
<b>Multiple</b>	1

*Note.* This includes responses from 20 different respondents; two respondents used “other” methods of travel on two sections of trail and another respondent listed two methods of travel in one section of trail. These are listed as separate responses.

**Table 14: Reason for traveling the Iditarod trail, households receiving the INHT only survey.**

<b>Activity during travel</b>	<b>Section</b>					
	<b>One</b>	<b>Two</b>	<b>Three</b>	<b>Four</b>	<b>Five</b>	<b>Six</b>
<b>Access for subsistence</b>	1 (0.5)	1 (0.5)	1 (0.5)	38 (18.0)	6 (2.8)	55 (26.1)
<b>Travel to other villages</b>	2 (0.9)	1 (0.5)	5 (2.4)	50 (23.7)	9 (4.3)	48 (22.7)
<b>Recreation</b>	2 (0.9)	2 (0.9)	3 (1.4)	42 (19.9)	6 (2.8)	70 (33.2)
<b>Other</b>	1 (0.5)	0 (0.0)	1 (0.5)	9 (4.3)	2 (0.9)	9 (4.3)

n = 211 and assumes missing data (i.e., respondent did not check a response) is did not use. In 4 cases a respondent checked a reason for traveling but did not check that they used the trail in question 1 on the survey.

**Table 15: Description of “Other” reasons for traveling the Iditarod trail, households receiving the INHT only survey.**

<b>Other</b>	<b>Number of responses</b>
<b>Camp/cabin</b>	4
<b>Travel to work</b>	4
<b>Viewing on INHT</b>	3
<b>Gather firewood</b>	2
<b>Trapping</b>	2
<b>Family</b>	1
<b>Live along trail</b>	1
<b>Multiple</b>	1
<b>Tourism</b>	1
<b>Basketball tournament</b>	1
<b>EMT for Nome Golovin snowmachine race</b>	1
<b>Trail marking</b>	1

*Note.* This includes responses from 19 different respondents; three respondents used “other” methods of travel on two sections of trail. These are listed as separate responses.

The survey presented respondents with a list of cabins and asked them to indicate which their household used during the past winter (Table 16 - Table 17).

**Table 16: Visitation to shelter cabins during the past winter (Nov. 2009-May 2010), households receiving the INHT only survey.**

<b>Cabin<sup>1</sup></b>	<b>Number of households</b>	<b>Percent of households who used trail at least once<sup>2</sup></b>	<b>Percent of all households<sup>3</sup></b>
Topkok Shelter Cabin	42	28.6	20.6
Old Woman Shelter Cabin	6	4.1	2.9
Bear Creek Shelter Cabin	3	2.0	1.5
Poorman Safety Cabin	3	2.0	1.5
Iditarod Safety Cabin	3	2.0	1.5
Tripod Flats Shelter Cabin	3	2.0	1.4
California Creek Shelter Cabin	2	1.4	1.0
Rhon Shelter Cabin	1	0.7	0.5
Don's Cabin	1	0.7	0.5
Carlson Crossing Shelter Cabin	1	0.7	0.5
Cripple Checkpoint Safety Cabins	1	0.7	0.5
Big Yentna Shelter Cabin	1	0.7	0.5
Other <sup>1</sup>	19	12.9	10.3
<b>Did Not Use A Shelter Cabin</b>			
<b>Used the trail at least once</b>	91	61.9	
<b>All households</b>	147	n/a	72.2

<sup>1</sup>The cabins were listed on the survey in order which they are located, starting from the south end of the trail. The cabins are presented in this table in order from the most frequently used to the least frequently used.

<sup>2</sup>n = 147 (4 respondents skipped this question)

<sup>3</sup>n = 204 (7 respondents skipped this question)

**Table 17: Definition of "Other" for households that visited shelter cabins during the past winter (Nov. 2009-May 2010), households receiving the INHT only survey.**

<b>"Other" Cabin</b>	<b>Number of responses</b>
Own	5
Kwik Shelter Cabin	5
Elim Shelter Cabin	4
McKinley Cabin	4
Golovin Shelter Cabin	2
Walla Walla Cabin	2
Relatives and Friends Cabins	1
Cabin between White Mtn. & Topcor	1
Cabin Between Koyuk and Elim	1
Island Point Shelter Cabin	1

Note. n = 21. Two respondents did not check "other" but provided a response; several provided more than one "other" shelter cabin. Does not include the respondents who listed "none."

Respondents were asked a series of questions regarding the importance of shelter cabins in their household's decision to use the trail, if more shelter cabins would increase their household's use of the trail, and if their household would take advantage of a mass transit system between villages (Table 18 - Table 19).

**Table 18: The Importance of shelter cabins in household's decision to use the Iditarod trail, households receiving the INHT only survey.**

<b>Importance of cabins</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>Not at all important</i>	55	28.1
<i>Slightly important</i>	27	13.8
<i>Moderately important</i>	33	16.8
<i>Extremely important</i>	81	41.3

n = 196

**Table 19: Increase the use of the trail with the presence of more cabins, households receiving the INHT only survey.**

<b>Increase use</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>No increase</i>	79	40.1
<i>Slight increase</i>	40	20.3
<i>Moderately increase</i>	51	25.9
<i>Significantly increase</i>	27	13.7

n = 197

**Table 20: Take advantage of mass transit between villages, households receiving the INHT only survey.**

<b>How often</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>Not at all</i>	92	46.2
<i>Occasionally</i>	84	42.2
<i>Frequently</i>	23	11.6

n = 199

## Households Along the Northern Route

(Please see note in second paragraph below.)

This section analyzes responses of those living along the “Northern Route.” The Northern Route is section four on the map shown in Figure 1 on page 11 and includes the Iditarod trail north of Eagle Island, Dishkakak, Cripple Landing and Poorman. The Kaltag Portage between the Old Woman BLM shelter cabin and Kaltag is part of this section. This section includes the villages of Kaltag, Nulato, Koyukuk, Galena, and Ruby.

**Important note:** We did not include a respondent or village identifier on the survey, rather we anticipated postmarks being included on the return envelopes. However, not all returned surveys included postmarks. Some respondents did write in their return address or included a note with their village of residence. We categorized people as living along the Northern Route if:

- The survey was postmarked from, or the respondent indicated living in, one the villages along the Northern Route. Additionally, surveys that were distributed by the village were mailed back to us in one envelope with a return address and postmark.
- The only trail section used, or for which other questions were answered, was section four.
- A section of trail adjacent to section four was also used, but section four was used at a much higher frequency.

While there is possible error, the pattern of those categorized as living along the Northern Route based on assumptions regarding use of the Iditarod trail matched those respondents for which a village along the Northern Route was listed through a postmark, by the respondents, or because the survey was distributed by the village.

We identified 67 respondents who lived along the Northern Route. Twenty-two lived in Nulato, six in Galena, three in Koyukuk, and one in Ruby, the other 35 were classified based on assumptions regarding use of the Iditarod trail.

Respondents were asked how often members of their household traveled on the trail, how they traveled on the trail, and why they traveled on the trail. Results of these questions are presented in Table 21 through Table 29.

**Table 21. Trail segments used, households along the Northern Route.**

Number of trail sections used	Number of households	Percentage of households
<i>One</i>	52	77.6
<i>Two</i>	6	9.0
<i>Three</i>	0	0
<i>Four</i>	0	0
<i>Five</i>	0	0
<i>Six</i>	2	1.0
<i>Did not use the trail</i>	7	10.4

n = 67

**Table 22: Trail use by households along the Northern Route.**

Trail use <i>times used</i>	Section					
	One	Two	Three	Four	Five	Six
<b>None</b>	65 (97.0)	65 (97.0)	61 (91.0)	8 (12.0)	63 (94.0)	64 (95.5)
<b>1-10</b>	0 (0.0)	0 (0.0)	4 (6.0)	29 (43.3)	2 (3.0)	1 (1.5)
<b>11-20</b>	1 (1.5)	1 (1.5)	1 (1.5)	9 (13.4)	1 (1.5)	1 (1.5)
<b>21-50</b>	0 (0.0)	0 (0.0)	0 (0.0)	11 (16.4)	0 (0.0)	0 (0.0)
<b>50-100</b>	1 (1.5)	1 (1.5)	1 (1.5)	4 (6.0)	1 (1.5)	1 (1.5)
<b>&gt;100</b>	0 (0.0)	0 (0.0)	0 (0.0)	6 (9.0)	0 (0.0)	0 (0.0)
<b>Sum of users</b>	2	2	6	59	4	3

<sup>1</sup>Assumes missing data (i.e., the respondent did not answer) is none (did not use).

n = 67

**Table 23: Reasons for not using the trail by households along the Northern Route.**

Restriction <sup>1</sup>	Households who did not use the trail (%) <sup>2</sup>	Households who used the trail at least one (%) <sup>3</sup>
<b>Cost of Fuel</b>	2 (33.3 %)	30 (55.6 %)
<b>Poor weather</b>	1 (16.7 %)	27 (50.0 %)
<b>Poor trail conditions</b>	0 (0.0 %)	17 (31.5 %)
<b>Lack of time</b>	3 (50.0 %)	16 (29.6 %)
<b>Personal safety</b>	0 (0.0 %)	12 (22.2 %)
<b>Lack of trail marking</b>	0 (0.0 %)	9 (16.7 %)
<b>Poor grooming</b>	0 (0.0 %)	6 (11.1 %)
<b>Other</b>	1 (16.7 %)	5 (9.3 %)

<sup>1</sup>Reasons were listed on the survey; they are presented in this table in order of most frequently selected to the least frequently selected for those who used the trail at least once.

<sup>2</sup>n = 6, however responses were not mutually exclusive and, therefore, do not sum to 100.

<sup>3</sup>Based on an n of 54; responses were not mutually exclusive and, therefore, do not sum to 100.

**Table 24: Definition of “Other” reasons for not using the trail by households that live along the Northern Route.**

Other	Number of responses
<b>No snowmachine /transportation</b>	2
<b>Bridge out at Sulatana</b>	1
<b>Ice/overflow</b>	1
<b>Cutting trail in other area</b>	1
<b>N/A</b>	1
<b>Not enough warming cabins</b>	1
<b>Lack of snowmachine experience</b>	1
<b>Caring for young family members</b>	1

*Note.* 9 respondents provided a definition of “other reasons” (one response referenced summer and is not included in this table).

**Table 25: Definition of “Poor Trail Conditions” by households along the Northern Route.**

Poor trail condition definition	Number of responses
Snow conditions (too much, too little, drifts, etc.)	10
Ice/overflow	6
Rough trail	2
Trail damage from Iron Dog	1
Difficult to find trail/markers	1

*Note.* 17 respondents provided a definition (some respondents referenced more than one condition).

**Table 26: Method of travel for households along the Northern Route.**

Method of travel	Section					
	One	Two	Three	Four	Five	Six
Snowmachine	1 (1.5)	2 (3.0)	5 (7.5)	56 (83.6)	2 (3.0)	2 (3.0)
Dogsled	0 (0.0)	0 (0.0)	0 (0.0)	6 (9.0)	0 (0.0)	0 (0.0)
Human powered*	1 (1.5)	1 (1.5)	1 (1.5)	17 (25.4)	1 (1.5)	1 (1.5)
Other	0 (0.0)	0 (0.0)	0 (0.0)	6 (9.0)	0 (0.0)	0 (0.0)

*Note.* n = 67, and assumes missing data (i.e., respondent did not check a response) is did not use. In two cases a respondent checked a method of travel but did not check that they used the trail in question 1 on the survey.

\*Human powered includes walking, snowshoeing, skiing, biking, running, etc.

**Table 27: Description of “Other” method of travel for households that live along the Northern Route.**

Other	Number of responses
Airplane	2
Boat	2
Truck/Car	1
Snowshoe/ski/walk	1

*Note.* This includes responses from 6 different respondents; one respondent listed multiple methods.

**Table 28: Reason of travels for households along the Northern Route.**

Activity during travel	Section					
	One	Two	Three	Four	Five	Six
<b>Access for subsistence</b>	1 (1.5)	1 (1.5)	1 (1.5)	38 (56.7)	1 (1.5)	1 (1.5)
<b>Travel to other villages</b>	2 (3.0)	1 (1.5)	5 (7.5)	49 (73.1)	1 (1.5)	1 (1.5)
<b>Recreation</b>	1 (1.5)	1 (1.5)	2 (3.0)	40 (59.7)	1 (1.5)	2 (3.0)
<b>Other</b>	0	0	1 (1.5)	9 (13.4)	0 (0.0)	0 (0.0)

*Note.* n = 67 and assumes missing data (i.e., respondent did not check a response) is did not use. In one case a respondent checked a reason for traveling but did not check that they used the trail in question 1 on the survey.

**Table 29: Description of “Other” reasons of travels for households along the Northern Route.**

Other	Number of responses
<b>Hunt</b>	3
<b>Access camp/cabin</b>	3
<b>Gather firewood</b>	2
<b>Travel to work</b>	2
<b>Watching Iditarod</b>	1
<b>Fish</b>	1
<b>Trap</b>	1
<b>Family</b>	1
<b>Tourism</b>	1

*Note.* This includes responses from 10 different respondents; several respondents listed more than one reason.

The survey presented respondents with a list of cabins and asked them to indicate which their household used during the past winter.

**Table 30: Visitation to shelter cabins during the past winter (Nov. 2009-May 2010), households along the Northern Route.**

<b>Cabin<sup>1</sup></b>	<b>Number of households</b>	<b>Percent of households who used trail at least once<sup>2</sup></b>	<b>Percent of all households<sup>3</sup></b>
Old Woman Shelter Cabin	3	5.3	4.7
Bear Creek Shelter Cabin	2	3.5	3.1
Poorman Safety Cabin	2	3.5	3.1
Tripod Flats Shelter Cabin	2	3.5	3.1
Rhon Shelter Cabin	0	0.0	0.0
Don's Cabin	0	0.0	0.0
Carlson Crossing Shelter Cabin	0	0.0	0.0
Cripple Checkpoint Safety Cabins	0	0.0	0.0
Big Yentna Shelter Cabin	0	0.0	0.0
Iditarod Safety Cabin	0	0.0	0.0
Topkok Shelter Cabin	0	0.0	0.0
California Creek Shelter Cabin	0	0.0	0.0
Other	2	3.5	3.1
<b>Did Not Use A Shelter Cabin</b>			
<b>Used trail at least once</b>	49	86.0	
<b>All households</b>	56	n/a	87.5

<sup>1</sup>The cabins were listed on the survey in order which they are located, starting from the south end of the trail. The cabins are presented in this report in order from the most frequently used to the least frequently used.

<sup>2</sup>n = 57 (Of the 60 respondents who used the trail at least once, 3 skipped this question).

<sup>3</sup>n = 64 (3 respondents skipped this question).

**Table 31: Definition of "Other" for households that visited shelter cabins during the past winter (Nov. 2009-May 2010), households along the Northern Route.**

<b>"Other" cabin</b>	<b>Number of responses</b>
Own	2



Respondents were asked a series of questions regarding the importance of shelter cabins in their household's decision to use the trail, if more shelter cabins would increase their household's use of the trail, and if their household would take advantage of a mass transit system between villages.

**Table 32: The Importance of shelter cabins in household's decision to use the Iditarod trail, households along the North Route.**

<b>Importance of cabins</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>Not at all important</i>	22	35.5
<i>Slightly important</i>	9	14.5
<i>Moderately important</i>	13	21.0
<i>Extremely important</i>	18	29.0

n = 62

**Table 33: Increase the use of the trail with the presence of more cabins, households along the North Route.**

<b>Increase use</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>No increase</i>	27	42.9
<i>Slight increase</i>	13	20.6
<i>Moderately increase</i>	15	23.8
<i>Significantly increase</i>	8	12.7

n = 63

**Table 34: Take advantage of mass transit between villages, households along the North Route.**

<b>How often</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>Not at all</i>	24	38.1
<i>Occasionally</i>	34	54.0
<i>Frequently</i>	5	7.9

n = 63

## Households Along the North Section

(Please see note in the second paragraph.)

This section analyzes responses of those living along the “North Section.” The North Section is section six on the map shown in Figure 1 on page 11 and includes the Iditarod trail between Norton Sound and Nome. This section includes the villages of Koyuk, Elim, Golovin, White Mountain, and Nome.

**Important note:** We did not include a respondent or village identifier on the survey, rather we anticipated postmarks being included on the return envelopes. However, not all returned surveys included postmarks. Some respondents did write in their return address or included a note with their village of residence. We categorized people as living along the North Section if:

- The survey was postmarked from, or the respondent indicated living in, one the villages along the North Section. Additionally, surveys that were distributed by the village were mailed back to us in one envelope with a return address and postmark.
- The only trail section used, or for which the questions were answered, was section six.
- A section of trail adjacent to section six was also used, but section six was used at a much higher frequency.

While there is possible error, the pattern of those categorized as living along the North Section based on assumptions regarding use of the Iditarod trail matched those respondents for which a village along the Northern Section was listed through a postmark, by the respondents, or because the survey was distributed by the village.

We identified 90 respondents who lived along the North Section. Thirteen lived in Nome, 13 in White Mountain, two in Golovin, seven in Elim, and two in Koyuk. The other 53 were classified based on assumptions regarding use of the Iditarod trail.

Respondents were asked how often members of their household traveled on the trail, how they traveled on the trail, and why they traveled on the trail. Results of these questions are presented in Table 35 through Table 43.

**Table 35: Trail segments used, households along the North Section.**

Number of trail sections used	Number of households	Percentage of households
<i>One</i>	75	83.3
<i>Two</i>	6	6.7
<i>Three</i>	1	1.1
<i>Four</i>	0	0.0
<i>Five</i>	0	0.0
<i>Six</i>	0	0.0
<i>Did not use the trail</i>	8	8.9

n = 90

**Table 36: Trail use by households from the North Section.**

Trail use <i>times used</i>	Section					
	One	Two	Three	Four	Five	Six
<b>None</b> <sup>1</sup>	89 (98.9)	90 (100.0)	90 (100.0)	90 (100.0)	83 (92.2)	8 (8.9)
<b>1-10</b>	1 (1.1)	0 (0.0)	0 (0.0)	0 (0.0)	6 (6.7)	49 (54.4)
<b>11-20</b>	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	16 (17.8)
<b>21-50</b>	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	11 (12.2)
<b>50-100</b>	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	5 (5.6)
<b>&gt;100</b>	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	1	1 (1.1)
<b>Sum of users</b>	1	0	0	0	7	82

<sup>1</sup>Assumes missing data (i.e., the respondent did not answer) is none (did not use).

n = 90

**Table 37: Reasons for not using the trail by households along the North Section.**

Restriction <sup>1</sup>	Households who did not use the trail <sup>2</sup>	Households who used the trail at least once <sup>3</sup>
<b>Poor weather</b>	1 (12.5%)	46 (56.1%)
<b>Cost of fuel</b>	1 (12.5%)	33 (40.2%)
<b>Lack of time</b>	0 (0.0)	28 (34.1%)
<b>Poor trail conditions</b>	0 (0.0)	20 (24.4%)
<b>Lack of trail marking</b>	1 (12.5%)	19 (23.2%)
<b>Personal safety</b>	0 (0.0)	16 (19.5%)
<b>Poor grooming</b>	0 (0.0)	7 (8.5%)
<b>Other</b>	1 (12.5%)	4 (4.9%)

<sup>1</sup>Reasons were listed on the survey; they are presented in this table in order of most frequently selected to the least frequently selected for those who used the trail at least once.

<sup>2</sup>n = 8, however responses were not mutually exclusive.

<sup>3</sup>Based on an n of 82, responses were not mutually exclusive and, therefore, do not sum to 100.

**Table 38: Definition of “Other” reasons for not using the trail by households along the North Section.**

Other	Number of responses
<b>N/A</b>	2
<b>Improvement - (cabins/markings)</b>	1
<b>Travel mostly west of Nome</b>	1
<b>Weather</b>	1
<b>Trail not often there</b>	1
<b>Unable to access restricted land</b>	1

*Note.* 7 respondents provided a definition of “other reasons” (all comments were from respondents who indicated they used the trail at least once).

**Table 39: Definition of “Poor Trail Conditions” by households along the North Section.**

Poor trail condition definition	Number of responses
Snow conditions	6
Difficult to find trails/markers	6
Lack of ice/water/overflow	5
Rough trail	3
Weather	2
Fence needed along cliff in specific spot	1
Trail damage from Iron Dog	1

*Note.* 23 respondents provided a definition (one respondent listed two types of poor trail conditions. All comments were from respondents who indicated they used the trail at least once).

**Table 40: Method of travel for households along the North Section.**

Method of travel	Section					
	One	Two	Three	Four	Five	Six
Snowmachine	2 (2.2)	0 (0.0)	0 (0.0)	1 (1.1)	4 (4.4)	75 (83.3)
Dogsled	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	6 (6.7)
Human powered*	1 (1.1)	0 (0.0)	0 (0.0)	0 (0.0)	1 (1.1)	29 (32.2)
Other	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	1 (1.1)	14 (15.6)

n = 90, and assumes missing data (i.e., respondent did not check a response) is did not use.

\*Human powered includes walking, snowshoeing, skiing, biking, running, etc.

**Table 41: Description of “Other” methods of travel for households along the North Section.**

Other	Number of responses
4-wheeler/ATV	6
Airplane	4
Boat	3
Truck/car	2

*Note.* This includes responses from 14 different respondents; one respondent provided two other methods of travel.

**Table 42: Reason of travels for households along the North Section.**

Activity during travel	Section					
	One	Two	Three	Four	Five	Six
Access for subsistence	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	2 (2.2)	52 (57.8)
Travel to other villages	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	4 (4.4)	44 (48.9)
Recreation	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	1 (1.1)	63 (70.0)
Other	1 (1.1)	0 (0.0)	0 (0.0)	0 (0.0)	2 (2.2)	8 (8.9)

n = 90 and assumes missing data (i.e., respondent did not check a response) is did not use.

**Table 43: Description of “Other” reasons of travels for households along the North Section.**

<b>Other</b>	<b>Number of responses</b>
Access camp	3
Viewing Iditarod	1
Trap	1
Gather firewood	1
Travel to work	1
Basketball tournament	1
Trail marking	1

*Note.* This includes responses from 8 different respondents; one respondent listed two reasons for travel.

The survey presented respondents with a list of cabins and asked them to indicate which their household used during the past winter.

**Table 44: Visitation to shelter cabins during the past winter (Nov. 2009-May 2010), households along the North Section.**

<b>Cabin<sup>1</sup></b>	<b>Number of respondents</b>	<b>Percent of households who used trail at least once<sup>2</sup></b>	<b>Percent of all households<sup>3</sup></b>
Topkok Shelter Cabin	39	48.1	43.8
Iditarod Safety Cabin	2	2.5	2.2
Old Woman Shelter Cabin	1	1.2	1.1
California Creek Shelter Cabin	1	1.2	1.1
Rhon Shelter Cabin	0	0.0	0.0
Bear Creek Shelter Cabin	0	0.0	0.0
Don’s Cabin	0	0.0	0.0
Carlson Crossing Shelter Cabin	0	0.0	0.0
Cripple Checkpoint Safety Cabins	0	0.0	0.0
Poorman Safety Cabin	0	0.0	0.0
Big Yentna Shelter Cabin	0	0.0	0.0
Tripod Flats Shelter Cabin	0	0.0	0.0
Other	13	16.0	14.6
<b>Did Not Use A Shelter Cabin</b>			
<b>Used trail once</b>	39	48.1	n/a
<b>All respondents</b>	47	n/a	52.8

<sup>1</sup>The cabins were listed on the survey in order which they are located, starting from the south end of the trail. The cabins are presented in this report in order from the most frequently used to the least frequently used.

<sup>2</sup>n = 81 (one respondent skipped this question).

<sup>3</sup>n = 89 (one respondent skipped this question).

**Table 45: Definition of “Other” for households that visited shelter cabins during the past winter (Nov. 2009-May2010), households along the North Section.**

<b>“Other” Cabin</b>	<b>Number of households</b>
<b>Own/friends/relatives</b>	4
<b>Elim Shelter Cabin</b>	4
<b>McKinley Cabin</b>	4
<b>Kwik Shelter Cabin</b>	3
<b>Golovin Shelter Cabin</b>	2
<b>Cabin Between Koyuk and Elim</b>	1
<b>Walla Walla Cabin</b>	1
<b>Island Point Shelter Cabin</b>	1
<b>Little Mtn.</b>	1

*Note.* 15 respondents; several respondents listed more than one “other” shelter cabin.

Respondents were asked a series of questions regarding the importance of shelter cabins in their household’s decision to use the trail, if more shelter cabins would increase their household’s use of the trail, and if their household would take advantage of a mass transit system between villages.

**Table 46: The Importance of shelter cabins in household’s decision to use the Iditarod trail, households along the North Section.**

<b>Importance of cabins</b>	<b>Number of households</b>	<b>Percent of households</b>
<b><i>Not at all important</i></b>	14	15.9
<b><i>Slightly important</i></b>	12	13.6
<b><i>Moderately important</i></b>	15	17.0
<b><i>Extremely important</i></b>	47	53.4

n = 88

**Table 47: Increase the use of the trail with the presence of more cabins, households along the North Section.**

<b>Increase use</b>	<b>Number of households</b>	<b>Percent of households</b>
<b><i>No increase</i></b>	26	29.9
<b><i>Slight increase</i></b>	20	23.0
<b><i>Moderately increase</i></b>	26	29.9
<b><i>Significantly increase</i></b>	15	17.2

n = 87

**Table 48: Take advantage of mass transit between villages, households living along the North Section.**

<b>How often</b>	<b>Number of households</b>	<b>Percent of households</b>
<b><i>Not at all</i></b>	46	51.7
<b><i>Occasionally</i></b>	29	32.6
<b><i>Frequently</i></b>	14	15.7

n = 89

## Results from the Western Interior

Of the surveys distributed in the McGrath water bill and sent by mail to Nikolai and the CDP Takotna, 30 surveys were returned for a response rate of 15.1%<sup>2</sup>. The 95% confidence interval was +/- 16.5% at the 95% confidence level. See Lingle, Fix, and Harrington (2011) for more details of the sample.

**Table 49: Village location of respondents from the Western Interior.**

Village	Number of respondents	Percentage of respondents
<b>McGrath</b>	20	67
<b>Nikolai</b>	3	10
<b>Takotna</b>	7	23

n = 30

### *Summary of results from the Western Interior region*

Key findings from the Western Interior data are as follows.

- Approximately half of the respondents used one section of trail and just over 25% used two sections (Table 50, Table 51).
- Snowmachine was the most often used method of travel on the trail (Table 52).
- Recreation was the most often cited reason for using the trail, but over 50% traveled on the trail for travel to other villages and subsistence (Table 54).
- Cost of fuel, weather, and trail conditions were the most cited reasons for not using the trail more often among households that used the trail at least once (Table 58).
- Several shelter cabins along the trail were used and cabins were important in household's decisions to use the trail, and more shelter cabins would result in a majority of households using the trail more often (Table 61 - Table 64).
- Approximately half of the households would take advantage of a mass transit system between villages (Table 65).

Respondents were asked how often members of their household traveled on the trail, how they traveled on the trail, and why they traveled on the trail. Results of these questions are presented in Table 50 through Table 60.

**Table 50: Number of trail sections used by households from the Western Interior.**

Number of trail sections used	Number of households	Percentage of households
<b>One</b>	15	50.0
<b>Two</b>	8	26.7
<b>Three</b>	0	0.0
<b>Four</b>	1	3.3
<b>Five</b>	1	3.3
<b>Six</b>	0	0.0
<b>Did not use the trail</b>	5	16.7

n = 30

<sup>2</sup> Assumes all households in McGrath received a water bill.

**Table 51: Iditarod trail use of households from the Western Interior.**

Trail use times used <sup>1</sup>	Section					
	One	Two	Three	Four	Five	Six
<b>None</b> <sup>2</sup>	23 (76.7)	5 (16.7)	30 (100.0)	26 (86.7)	28 (93.3)	28 (93.3)
<b>1</b>	5 (16.7)	1 (3.3)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)
<b>2-4</b>	1 (3.3)	2 (6.7)	0 (0.0)	2 (6.7)	2 (6.7)	2 (6.7)
<b>5-10</b>	0 (0.0)	2 (6.7)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)
<b>&gt;10</b>	1 (3.3)	20 (66.7)	0 (0.0)	2 (6.7)	0 (0.0)	0 (0.0)
<b>Sum of users</b>	7	25	0	4	2	2

<sup>1</sup>Note, this response scale is different than the INHT only survey.

<sup>2</sup>Assumes missing data (i.e., the respondent did not answer) is none (did not use).

n = 30

**Table 52: Method of travel for households from the Western Interior.**

Method of travel	Section					
	One	Two	Three	Four	Five	Six
<b>Snowmachine</b>	8 (26.7)	25 (83.3)	1 (3.3)	3 (10.0)	2 (6.7)	2 (6.7)
<b>Dogsled</b>	0 (0.0)	2 (6.7)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)
<b>Human powered*</b>	0 (0.0)	7 (23.3)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)
<b>Other</b>	2 (6.7)	1 (3.3)	0 (0.0)	0 (0.0)	1 (3.3)	0 (0.0)

*Note.* n = 30, and assumes missing data (i.e., respondent did not check a response) is did not use. One respondent checked a method of travel, but did not check which section of trail they used.

\*Human powered includes walking, snowshoeing, skiing, biking, running, etc.

**Table 53: Description of “Other” methods of travel for households from the Western Interior.**

Other	Number of responses
<b>Boat motor</b>	1
<b>4-wheeler/ATV</b>	2

*Note.* This includes responses from 3 different respondents; someone wrote that depending on snow/ice some folk use ATVs/cars on the trail.

**Table 54: Reason of travels for households from the Western Interior.**

Activity during travel	Section					
	One	Two	Three	Four	Five	Six
<b>Access for subsistence</b>	4 (13.3)	17 (56.7)	0 (0.0)	1 (3.3)	0 (0.0)	0 (0.0)
<b>Travel to other villages</b>	3 (10.0)	18 (60.0)	0 (0.0)	2 (6.7)	1 (3.3)	1 (3.3)
<b>Recreation</b>	9 (30.0)	22 (73.3)	1 (3.3)	4 (13.3)	2 (6.7)	2 (6.7)
<b>Other</b>	2 (6.7)	6 (20.0)	0 (0.0)	1 (3.3)	0 (0.0)	0 (0.0)

*Note.* n = 30 and assumes missing data (i.e., respondent did not check a response) is did not use.



**Table 55: Description of “Other” reasons of travels for households from the Western Interior .**

<b>Other</b>	<b>Number of responses</b>
<b>Trap</b>	3
<b>Gather firewood</b>	2
<b>Hunt</b>	1
<b>Grocery shopping</b>	1
<b>See Iditarod mushers</b>	1
<b>Recreation (to Takotna)</b>	1

*Note.* This includes responses from 8 different respondents; one respondent mentioned more than one other reason.

Of the five respondents who indicated their household did not use the trail, all answered the questions regarding reasons for not using the trail.

**Table 56: Reasons for not using the trail, households from the Western Interior that did not use the trail.**

<b>Restriction<sup>1</sup></b>	<b>Number of households</b>	<b>Percent of households<sup>2</sup></b>
<b>Lack of time</b>	3	60
<b>Cost of fuel</b>	2	40
<b>Poor grooming</b>	1	20
<b>Poor weather</b>	1	20
<b>Poor trail conditions</b>	1	20
<b>Lack of trail marking</b>	1	20
<b>Personal safety</b>	0	0
<b>Other</b>	0	0

<sup>1</sup>Reasons were listed on the survey; they are presented in this table in order of most frequently selected to the least frequently selected.

<sup>2</sup>Based on an n of 5, responses were not mutually exclusive and, therefore, do not sum to 100.

**Table 57: Definition of “Poor Trail Conditions”, households from the Western Interior that did not use the trail.**

<b>Poor trail condition definition</b>	<b>Number of responses</b>
<b>Trail damage from dog teams and snow machines</b>	1

*Note.* 1 respondent provided a definition.

Of the 25 respondents who indicated someone from their household used trail at least once, 23 answered the questions regarding reasons why a member of their household did not use the trail.

**Table 58: Reasons for not using the trail, households from the Western Interior that used the trail once or more.**

<b>Restriction<sup>1</sup></b>	<b>Number of households</b>	<b>Percent of households<sup>2</sup></b>
<b>Cost of fuel</b>	12	52.2
<b>Poor weather</b>	11	47.8
<b>Poor trail conditions</b>	11	47.8
<b>Poor grooming</b>	5	21.7
<b>Lack of trail marking</b>	4	17.4
<b>Lack of time</b>	4	17.4
<b>Personal safety</b>	3	13.0
<b>Other</b>	1	4.3

<sup>1</sup>Reasons were listed on the survey; they are presented in this table in order of most frequently selected to the least frequently selected.

<sup>2</sup>Based on an n of 23, responses were not mutually exclusive and, therefore, do not sum to 100.

**Table 59: Definition of “Other” reasons for not using the trail, households from the Western Interior that used the trail once or more.**

<b>Other</b>	<b>Number of responses</b>
<b>Iron Dog destroys trails</b>	1
<b>Nothing</b>	1
<b>Steep banks</b>	1
<b>Lack of snow</b>	1
<b>Downed trees</b>	1
<b>Bad tussocks</b>	1
<b>Personal health</b>	1
<b>Very rough</b>	1

*Note.* 4 respondents provided a definition of “other reasons” (two respondents listed more than one other reason).

**Table 60: Definition of “Poor Trail Conditions”, households from the Western Interior that used the trail once or more.**

<b>Poor trail condition definition</b>	<b>Number of responses</b>
<b>Overflow</b>	3
<b>No/low snow</b>	3
<b>Poor river conditions</b>	2
<b>Too bumpy</b>	2
<b>Iron Dog Race</b>	1
<b>Open water after freeze up</b>	1
<b>Brush</b>	1
<b>Deep ditches</b>	1
<b>Soft trail</b>	1

*Note.* 8 respondents provided a definition (some respondents referenced more than one condition).

The survey presented respondents with a list of cabins and asked them to indicate which their household used during the past winter.

**Table 61: Visitation to shelter cabins during the past winter (Nov. 2009-May 2010), households from the Western Interior.**

<b>Cabin<sup>1</sup></b>	<b>Number of households</b>	<b>Percent of households who used trail at least once<sup>2</sup></b>	<b>Percent of all households<sup>3</sup></b>
<b>Bear Creek Shelter Cabin</b>	9	37.5	32.1
<b>Don's Cabin</b>	6	25.0	21.4
<b>Carlson Crossing Shelter Cabin</b>	6	25.0	21.4
<b>Rhon Shelter Cabin</b>	5	20.8	17.9
<b>Poorman Safety Cabin</b>	4	16.7	14.3
<b>Iditarod Safety Cabin</b>	2	8.3	7.1
<b>Tripod Flats Shelter Cabin</b>	2	8.3	7.1
<b>Old Woman Shelter Cabin</b>	2	8.3	7.1
<b>Topkok Shelter Cabin</b>	2	8.3	7.1
<b>Cripple Checkpoint Safety Cabins</b>	1	4.2	3.6
<b>Big Yentna Shelter Cabin</b>	0	0.0	0.0
<b>California Creek Shelter Cabin</b>	0	0.0	0.0
<b>Other</b>	1	4.2	3.6
<b>Did Not Use A Shelter Cabin</b>			
<b>Used the trail at least once</b>	9	37.5	n/a
<b>All respondents</b>	13	n/a	46.4

<sup>1</sup>The cabins were listed on the survey in order which they are located, starting from the south end of the trail. The cabins are presented in this report in order from the most frequently used to the least frequently used.

<sup>2</sup>n = 24 (one respondent skipped this question).

<sup>3</sup>n = 28 (two respondents skipped this question).

**Table 62: Definition of "Other" for households that visited shelter cabins during the past winter (Nov. 2009-May 2010), households from the Western Interior.**

<b>"Other" cabin</b>	<b>Number of responses</b>
<b>North Fork Innoko Safety Cabin</b>	1

n = 1

Respondents were asked a series of questions regarding the importance of shelter cabins in their household's decision to use the trail, if more shelter cabins would increase their household's use of the trail, and if their household would take advantage of a mass transit system between villages.

**Table 63: The Importance of shelter cabins in household's decision to use the Iditarod trail, households from the Western Interior.**

<b>Importance of cabins</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>Not at all important</i>	6	20.7
<i>Slightly important</i>	6	20.7
<i>Moderately important</i>	7	24.1
<i>Extremely important</i>	10	34.5

n = 29

**Table 64: Increase the use of the trail with the presence of more cabins, households from the Western Interior.**

<b>Increase use</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>No increase</i>	11	36.7
<i>Slight increase</i>	5	16.7
<i>Moderately increase</i>	9	30.0
<i>Significantly increase</i>	5	16.7

n = 30

**Table 65: Take advantage of mass transit between villages, households from the Western Interior.**

<b>How often</b>	<b>Number of Responses</b>	<b>Percent of Responses</b>
<i>Not at all</i>	15	50.0
<i>Occasionally</i>	13	43.3
<i>Frequently</i>	2	6.7

n = 30

## Results from the Bering Sea Region

Of the 478 surveys sent to households for which we had deliverable addresses in the Bering Sea region, 108 were returned for a response rate of 22.6%. Because of difficulty in communication we did not receive completed surveys from Shaktoolik. The 95% confidence interval for this region is +/- 8.3% at the 95% confidence level, assuming maximum variance in the population (i.e., one-half of respondents used the trail, the other half did not). Please note, Unalakleet is slightly over-represented among the villages in the Bering Sea region sample. See Lingle, Fix, and Harrington (2011) for more detail of the sampling.

**Table 66: Village location of respondents from the Bering Sea region.**

Village	Number of respondents	Percentage of respondents
<i>Unalakleet</i>	71	65.7
<i>Stebbins</i>	16	14.8
<i>Kaltag</i>	12	11.1
<i>Saint Michael</i>	9	8.3

n = 108

### *Summary of results from the Bering Sea region*

Key findings from the Bering Sea data are as follows.

- 64% of households used the trail, with most using one or two segments of the trail (Table 67, Table 68).
- Snowmachine was the most often used method of traveling on the trail (Table 69).
- Access for subsistence was the most often cited reason for traveling on the trail (Table 71).
- Cost of fuel and lack of time were the two top reasons for not using the trail more often among households that did not use the trail (Table 73).
- Cost of fuel and poor weather were the two top reasons for not using the trail more often among households that used the trail (Table 76).
- Old Woman and Tripod Flats shelter cabins were most often used. The presence of shelter cabins was important in household's decisions to use the trail, but almost half of households would not increase their use of the trail if more shelter cabins were present (Table 79 - Table 82).
- Just over half of households would take advantage of a mass transit system between villages (Table 83).

Respondents were asked how often members of their household traveled on the trail, how they traveled on the trail, and why they traveled on the trail. Results of these questions are presented in Table 67 through Table 78.

**Table 67: Number of trail sections used by households from the Bering Sea region.**

Number of trail sections used	Number of households	Percentage of households
<i>One</i>	33	30.6
<i>Two</i>	23	21.3
<i>Three</i>	9	8.3
<i>Four</i>	1	0.9
<i>Five</i>	1	0.9
<i>Six</i>	2	1.9
<i>Did not use the trail</i>	39	36.1

n = 108

**Table 68: Frequency of trail use, households from the Bering Sea region.**

Trail Use <i>times used</i> <sup>1</sup>	Section					
	One	Two	Three	Four	Five	Six
<b>None</b> <sup>2</sup>	97 (89.8)	103 (95.3)	103 (95.3)	83 (76.8)	48 (44.4)	87 (80.5)
<b>1</b>	3 (2.8)	1 (0.9)	0 (0.0)	6 (5.6)	8 (7.4)	4 (3.7)
<b>2-4</b>	4 (3.7)	2 (1.9)	3 (2.8)	9 (8.3)	19 (17.6)	12 (11.1)
<b>5-10</b>	1 (0.9)	2 (1.9)	2 (1.9)	7 (6.5)	15 (13.9)	3 (2.8)
<b>&gt;10</b>	3 (2.8)	0 (0.0)	0 (0.0)	3 (2.8)	18 (16.7)	2 (1.9)
<b>Sum of users</b>	11	5	5	25	60	21

<sup>1</sup>Note, this response scale is different from the INHT only survey.

<sup>2</sup>Assumes missing data (i.e., the respondent did not answer) is none (did not use).

n = 108

**Table 69: Method of travel, households from the Bering Sea region.**

Method of travel	Section					
	One	Two	Three	Four	Five	Six
<b>Snowmachine</b>	8 (7.4)	6 (5.6)	5 (4.6)	27 (25.0)	61 (56.5)	22 (20.4)
<b>Dogsled</b>	1 (0.9)	0 (0.0)	2 (1.9)	2 (1.9)	3 (2.8)	1 (0.9)
<b>Human powered*</b>	2 (1.9)	0 (0.0)	0 (0.0)	1 (0.9)	11 (10.2)	2 (1.9)
<b>Other</b>	2 (1.9)	1 (0.9)	1 (0.9)	2 (1.9)	6 (5.6)	2 (1.9)

n = 108, and assumes missing data (i.e., respondent did not check a response) is did not use. In three cases a respondent checked a method of travel but did not check that they used the trail.

\*Human powered includes walking, snowshoeing, skiing, biking, running, etc.

**Table 70: Description of "Other" methods of travel, households from the Bering Sea region.**

Other	Number of responses
<b>4-wheeler/ATV</b>	6
<b>Boat</b>	2
<b>Hunting</b>	2
<b>Airplane</b>	1
<b>Berry picking</b>	1
<b>Fishing</b>	1

*Note.* This includes responses from 10 different respondents; one respondent listed multiple other methods of travel.

**Table 71: Reason of travels, households from the Bering Sea region.**

Activity during travel	Section					
	One	Two	Three	Four	Five	Six
Access for subsistence	9 (8.3)	5 (4.6)	6 (5.6)	22 (20.4)	41 (38.0)	19 (17.6)
Travel to other villages	1 (0.9)	1 (0.9)	1 (0.9)	17 (15.7)	37 (34.3)	13 (12.0)
Recreation	3 (2.8)	0 (0.0)	1 (0.9)	15 (13.9)	33 (30.6)	5 (4.6)
Other	0 (0.0)	0 (0.0)	0 (0.0)	1 (0.9)	5 (4.6)	2 (1.9)

n = 108 and assumes missing data (i.e., respondent did not check a response) is did not use. In 4 cases a respondent checked a reason for traveling but did not check that they used the trail.

**Table 72: Description of “Other” reasons of travels for respondents that have used the trail once or more.**

Other	Number of responses
Get Family in another village	1
Travel to cabin	1
Access camp	1
Hunt	1
Travel to work	1

n = 5

Of the 39 respondents who indicated their household did not use a section of the trail, 32 responded to the questions regarding reasons for not using the trail.

**Table 73: Reasons for not using the trail, households from the Bering Sea region that did not use any section of the trail.**

Restriction <sup>1</sup>	Number of responses	Percent of responses <sup>2</sup>
Cost of fuel	18	56.3
Lack of time	12	37.5
Poor weather	4	12.5
Personal safety	4	12.5
Lack of trail marking	3	9.4
Poor trail conditions	2	6.3
Poor grooming	1	3.1
Other	9	28.1

<sup>1</sup>Reasons were listed on the survey; they are presented in this table in order of most frequently selected to the least frequently selected.

<sup>2</sup>Based on an n of 32; responses were not mutually exclusive and, therefore, do not sum to 100.

**Table 74: Definition of “Other” reasons for not using the trail, households from the Bering Sea region that did not use any section of the trail.**

<b>Other</b>	<b>Number of responses</b>
<b>Not Traveling (unspecified, lack of time, or age)</b>	4
<b>No snowmachine/ transportation</b>	3
<b>None or N/A</b>	2
<b>Too far from trail to use</b>	2
<b>Young children in family</b>	1
<b>Never used</b>	1
<b>No Hwy or road system in bush AK!</b>	1
<b>Not familiar with land</b>	1
<b>Hunt in other areas</b>	1

*Note.* 16 respondents provided responses.

**Table 75: Definition of “Poor Trail Conditions”, households from the Bering Sea region that did not use any section of the trail.**

<b>Poor trail condition definition</b>	<b>Number of responses</b>
<b>Snow conditions (too much, too little, etc.)</b>	2
<b>Need bridge work</b>	1

*Note.* 3 respondents provided responses.

Of the 69 respondents that indicated their household used the trail once or more, 64 answered the questions regarding reasons for not using the trail.

**Table 76: Reasons for not using the trail by households that used the trail once or more, households from the Bering Sea Region.**

<b>Restriction<sup>1</sup></b>	<b>Number of responses</b>	<b>Percent of responses<sup>2</sup></b>
<b>Cost of fuel</b>	38	59.4
<b>Poor weather</b>	34	53.1
<b>Lack of time</b>	25	39.1
<b>Poor trail conditions</b>	23	35.9
<b>Personal safety</b>	10	15.6
<b>Poor grooming</b>	9	14.1
<b>Lack of trail marking</b>	7	10.9
<b>Other</b>	2	3.1

<sup>1</sup>Reasons were listed on the survey; they are presented in this table in order of most frequently selected to the least frequently selected.

<sup>2</sup>Based on an n of 64, responses not mutually exclusive and, therefore, do not sum to 100.



**Table 77: Definition of “Other” reasons for not using the trail by households that used the trail once or more, households from the Bering Sea region.**

<b>Other</b>	<b>Number of responses</b>
None	1
Trail is wet and rough in summer time	1

*Note.* n = 2

**Table 78: Definition of “Poor Trail Conditions” by households from the Bering Sea region that used the trail once or more.**

<b>Poor trail condition definition</b>	<b>Number of responses</b>
Snow conditions (not enough, too much, wet, etc)	9
Rough trail	5
Iron Dog and Iditarod make bumps	3
Overgrown with willows/trees	2
Not good trails to use	1
Too wet/rough in summer	1

*Note.* 20 respondents provided a definition (one respondent specified more than one poor trail condition).

The survey presented respondents with a list of cabins and asked them to indicate which their household used during the past winter.

**Table 79: Visitation to shelter cabins during the past winter (Nov. 2009-May 2010), households from the Bering Sea region.**

<b>Cabin<sup>1</sup></b>	<b>Number of households</b>	<b>Percent of all households who used trail<sup>2</sup></b>	<b>Percent of all households<sup>3</sup></b>
<b>Old Woman Shelter Cabin<sup>4</sup></b>	50	74.6	49.5
<b>Tripod Flats Shelter Cabin</b>	25	37.3	24.8
<b>Topkok Shelter Cabin<sup>5</sup></b>	4	6.0	4.0
<b>Iditarod Safety Cabin</b>	3	4.5	3.0
<b>Rhon Shelter Cabin</b>	2	3.0	2.0
<b>Poorman Safety Cabin</b>	2	3.0	2.0
<b>Bear Creek Shelter Cabin</b>	1	1.5	1.0
<b>Cripple Checkpoint Safety Cabins</b>	1	1.5	1.0
<b>Big Yentna Shelter Cabin</b>	1	1.5	1.0
<b>California Creek Shelter Cabin</b>	1	1.5	1.0
<b>Don's Cabin</b>	0	0.0	0.0
<b>Carlson Crossing Shelter Cabin</b>	0	0.0	0.0
<b>Other:</b>	1	1.5	1.0
<b>Did Not Use A Shelter Cabin:</b>			
<b>Used trail</b>	19	28.4	n/a
<b>Did not use trail</b>	49	n/a	48.0

<sup>1</sup> The cabins were listed on the survey in order which they are located, starting from the south end of the trail. The cabins are presented in this report in order from the most frequently used to the least frequently used.

<sup>2</sup> n = 67 (Of the 69 respondents that used a section of the trail 2 skipped this section), responses are not mutually exclusive and, therefore, percentages do not sum to 100.

<sup>3</sup> n = 101 (of the 108 respondents 7 skipped this section), responses were not mutually exclusive and, therefore, percentages do not sum to 100.

<sup>4</sup> Includes two respondents who checked they used this cabin, but did not check they used the trail.

<sup>5</sup> Includes 1 respondent who checked they used this cabin, but did not check they used the trail.

**Table 80: Definition of "Other" for households that visited shelter cabins during the past winter, households from the Bering Sea region.**

<b>"Other" Cabin</b>	<b>Number of responses</b>
<b>North of SKK</b>	1
<b>None this year gas is too much</b>	1
<b>Safety Point</b>	1

n = 3

Respondents were asked a series of questions regarding the importance of shelter cabins in their household's decision to use the trail, if more shelter cabins would increase their household's use of the trail, and if their household would take advantage of a mass transit system between villages.

**Table 81: The Importance of shelter cabins in household's decision to use the Iditarod trail, households from the Bering Sea region.**

<b>Importance of cabins</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>Not at all important</i>	13	13.1
<i>Slightly important</i>	23	23.2
<i>Moderately important</i>	19	19.2
<i>Extremely important</i>	44	44.4

n = 99

**Table 82: Increase the use of the trail with the presence of more cabins, households from the Bering Sea region.**

<b>Increase use</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>No increase</i>	43	43.0
<i>Slight increase</i>	26	26.0
<i>Moderately increase</i>	20	20.0
<i>Significantly increase</i>	11	11.0

n = 100

**Table 83: Take advantage of mass transit between villages, households from the Bering Sea region.**

<b>How often</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>Not at all</i>	45	44.6
<i>Occasionally</i>	41	40.6
<i>Frequently</i>	15	14.9

n = 101

## Results from the Lower Yukon Region

The Lower Yukon region consisted of the Villages of Anvik, Grayling, Holy Cross, and Shageluk, for a total of 188 households. Surveys were sent to Anvik, Holy Cross and Shageluk between January 2011 and March 2011. Twenty-six surveys were returned, a response rate of 19.6% but no mail surveys were returned from Shageluk, and we did not receive completed surveys from Grayling, where we arranged to work with a local hire. The 95% confidence interval is +/- 17.3% at the 95% confidence level. See Lingle, Fix, and Harrington (2011) for more details regarding the sample.

**Table 84: Village location of respondents**

<b>Village</b>	<b>Number of respondents</b>	<b>Percentage of respondents</b>
<i><b>Holy Cross</b></i>	15	58.0
<i><b>Anvik</b></i>	11	42.0

n = 26

### *Summary of results from the Lower Yukon Region*

Key findings from the Lower Yukon region data are as follows.

- Approximately 65% of households used the trail, and most that used the trail only used one section (Table 85, Table 86).
- Snowmachine was the most often used method of travel along the trail (Table 87).
- Travel to other villages and subsistence were the most often cited reasons for traveling on the trail (Table 89).
- Cost of fuel, poor trail conditions, and weather were the top reasons households did not use the trail at all (Table 92).
- Shelter cabins were not used often, but they were important in households' decisions to use the trail. However, approximately 65% of households indicated they would not increase their use of the trail if more shelter cabins were present (Table 95 - Table 97).
- Approximately half of the households would take advantage of a mass transit system between villages (Table 98).

Respondents were asked how often members of their household traveled on the trail, how they traveled on the trail, and why they traveled on the trail. Results of these questions are presented in Table 85 through Table 94.

**Table 85: Number of trail sections used by households, Lower Yukon region.**

Number of trail sections used	Number of households	Percentage of households
<i>One</i>	14	53.8
<i>Two</i>	1	3.8
<i>Three</i>	1	3.8
<i>Four</i>	0	0.0
<i>Five</i>	0	0.0
<i>Six</i>	1	3.8
<i>Did not use the trail</i>	9	34.6

n = 26

**Table 86: Trail use of households, Lower Yukon region.**

Trail use <i>times used</i>	Section					
	One	Two	Three	Four	Five	Six
<b>None</b> <sup>1</sup>	24 (92.3)	23 (88.5)	10 (38.5)	24 (92.3)	25 (96.2)	25 (96.2)
<b>1</b>	1 (3.8)	1 (3.8)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)
<b>2-4</b>	1 (3.8)	2 (7.7)	8 (30.8)	1 (3.8)	1 (3.8)	1 (3.8)
<b>5-10</b>	0 (0.0)	0 (0.0)	3 (11.5)	0 (0.0)	0 (0.0)	0 (0.0)
<b>&gt;10</b>	0 (0.0)	0 (0.0)	5 (19.2)	1 (3.8)	0 (0.0)	0 (0.0)
<b>Sum of users</b>	2	3	16	2	1	1

<sup>1</sup>Assumes missing data (i.e., the respondent did not answer) is none (did not use).

n = 26

**Table 87: Method of travel on sections of the INHT, household from the Lower Yukon region.**

Method of travel	Section					
	One	Two	Three	Four	Five	Six
<b>Snowmachine</b>	2 (7.7)	2 (7.7)	16 (61.5)	1 (3.8)	0 (0.0)	0 (0.0)
<b>Dogsled</b>	0 (0.0)	0 (0.0)	1 (3.8)	0 (0.0)	0 (0.0)	0 (0.0)
<b>Human powered*</b>	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)
<b>Other</b>	0 (0.0)	0 (0.0)	1 (3.8)	1 (3.8)	0 (0.0)	0 (0.0)

n = 26, and assumes missing data (i.e., respondent did not check a response) is did not use. In one case a respondent checked a method of travel but did not check that they used the trail.

\*Human powered includes walking, snowshoeing, skiing, biking, running, etc.

**Table 88: Description of “Other” methods of travel on the INHT, Lower Yukon region.**

Other	Number of responses
<b>Boat</b>	1

*Note.* This includes responses from 1 respondent.

**Table 89: Reason of travels on sections of the INHT for Lower Yukon households.**

Activity during travel	Section					
	One	Two	Three	Four	Five	Six
Access for subsistence	1 (3.8)	0 (0.0)	12 (46.2)	1 (3.8)	0 (0.0)	0 (0.0)
Travel to other villages	1 (3.8)	0 (0.0)	15 (57.7)	1 (3.8)	0 (0.0)	0 (0.0)
Recreation	1 (3.8)	3 (11.5)	9 (34.6)	1 (3.8)	0 (0.0)	0 (0.0)
Other	0 (0.0)	1 (3.8)	4 (15.4)	1 (3.8)	0 (0.0)	0 (0.0)

n = 26 and assumes missing data (i.e., respondent did not check a response) is did not use. In two cases a respondent checked a reason for traveling but did not check that they used the trail.

**Table 90: Description of “Other” reasons for travel on the INHT, households from the Lower Yukon region.**

Other	Number of responses
Gather wood	2
Iditarod check points at Ophir	1
Access to native allotment	1
Fishing	1
Trapping	1

Note. This includes responses from 4 different respondents; several respondents listed multiple reasons. Iditarod checkpoint at Ophir and wood gathering, and access to native allotment were listed for two sections each.

Of the nine respondents who indicated their household did not use any section of trail, six responded to the questions regarding reasons for not using the trail.

**Table 91: Reasons for not using the trail by households that did not use any section of the trail, Lower Yukon region.**

Restriction <sup>1</sup>	Number of households	Percent of households <sup>2</sup>
Cost of fuel	3	50.0
Lack of time	1	16.7
Poor grooming	0	0.0
Poor weather	0	0.0
Poor trail conditions	0	0.0
Lack of trail marking	0	0.0
Personal safety	0	0.0
Other	1	20.0

<sup>1</sup>Reasons were listed on the survey; they are presented in this table in order of most frequently selected to the least frequently selected.

<sup>2</sup>Based on an n of 6; responses were not mutually exclusive and, therefore, do not sum to 100.

**Table 92: Definition of “Other” reasons for not using the trail by households that did not use any section of the trail, Lower Yukon region.**

Other	Number of responses
Do not use the Iditarod Trail	3
Not interested	1
Holy Cross not on trail	1

Note. 5 respondents provided responses.

Of the 17 respondents who indicated their household used the trail at least once, 16 responded to the questions about reasons for not using the trail.

**Table 93: Reasons for not using the trail by households that used the trail once or more, Lower Yukon region.**

<b>Restriction<sup>1</sup></b>	<b>Number of households</b>	<b>Percent of households<sup>2</sup></b>
<b>Cost of fuel</b>	10	62.5
<b>Poor trail conditions</b>	8	50.0
<b>Poor weather</b>	7	43.6
<b>Lack of trail marking</b>	2	12.5
<b>Lack of time</b>	2	12.5
<b>Personal safety</b>	1	6.3
<b>Poor grooming</b>	0	0.0
<b>Other</b>	0	0.0

<sup>1</sup>Reasons were listed on the survey; they are presented in this table in order of most frequently selected to the least frequently selected.

<sup>2</sup>Based on an n of 16; responses were not mutually exclusive and, therefore, do not sum to 100.

**Table 94: Definition of “Poor Trail Conditions” by households that used the trail once or more, Lower Yukon region.**

<b>Poor trail condition definition</b>	<b>Number of households</b>
<b>Overflow</b>	3
<b>Snow conditions (too little/too much)</b>	3
<b>Open water/holes</b>	3
<b>Brush</b>	1

*Note.* 6 respondents provided a definition (several respondents made multiple comments).

The survey presented respondents with a list of cabins and asked them to indicate which their household used during the past winter.

**Table 95: Visitation to shelter cabins during the past winter (Nov. 2009-May 2010), households from the Lower Yukon region.**

<b>Cabin<sup>1</sup></b>	<b>Number of households</b>	<b>Percent of households who used trail<sup>2</sup></b>	<b>Percent of all households<sup>3</sup></b>
<b>Iditarod Safety Cabin<sup>4</sup></b>	2	13.3	9.1
<b>Rhon Shelter Cabin</b>	0	0.0	0.0
<b>Bear Creek Shelter Cabin</b>	0	0.0	0.0
<b>Don's Cabin</b>	0	0.0	0.0
<b>Carlson Crossing Shelter Cabin</b>	0	0.0	0.0
<b>Cripple Checkpoint Safety Cabins</b>	0	0.0	0.0
<b>Poorman Safety Cabin</b>	0	0.0	0.0
<b>Big Yentna Shelter Cabin</b>	0	0.0	0.0
<b>Tripod Flats Shelter Cabin</b>	0	0.0	0.0
<b>Old Woman Shelter Cabin</b>	0	0.0	0.0
<b>Topkok Shelter Cabin</b>	0	0.0	0.0
<b>California Creek Shelter Cabin</b>	0	0.0	0.0
<b>Other<sup>5</sup></b>			
<b>Respondents who used the trail</b>	1	6.7	n/a
<b>All respondents</b>	4	n/a	18.2
<b>Did Not Use A Shelter Cabin</b>			
<b>Respondents who used the trail</b>	14	93.3	n/a
<b>All respondents</b>	19	n/a	86.4

<sup>1</sup>The cabins were listed on the survey in order which they are located, starting from the south end of the trail. The cabins are presented in this report in order from the most frequently used to the least frequently used.

<sup>2</sup>n = 15 (2 respondents did not answer this set of questions).

<sup>3</sup>n = 22 (4 respondents did not answer this set of questions).

<sup>4</sup>Includes one respondent who did not check that they used the trail, but checked they used the Iditarod Safety Cabin.

<sup>5</sup>All "other" responses were "none."



Respondents were asked a series of questions regarding the importance of shelter cabins in their household's decision to use the trail, if more shelter cabins would increase their household's use of the trail, and if their household would take advantage of a mass transit system between villages.

**Table 96: The Importance of shelter cabins in household's decision to use the Iditarod trail, Lower Yukon region.**

<b>Importance of cabins</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>Not at all important</i>	11	45.8
<i>Slightly important</i>	4	16.7
<i>Moderately important</i>	3	12.5
<i>Extremely important</i>	6	25.0

n = 24

**Table 97: Increase the use of the trail with the presence of more cabins, households from the Lower Yukon region.**

<b>Increase use</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>No increase</i>	15	65.2
<i>Slight increase</i>	4	17.4
<i>Moderately increase</i>	3	13.0
<i>Significantly increase</i>	1	4.3

n = 23

**Table 98: Take advantage of mass transit between villages, households from the Lower Yukon region.**

<b>How often</b>	<b>Number of households</b>	<b>Percent of households</b>
<i>Not at all</i>	12	50.0
<i>Occasionally</i>	9	37.5
<i>Frequently</i>	3	12.5

n = 24

## Discussion

### Validity and Representation

The survey appears to have measure what it intended to measure. “Face validity” is demonstrated in several ways. First the sections of trail used were adjacent to the responding households’ villages, likewise the pattern of cabins used by households in the different regions made sense. The number of trail sections used and method of travel also made sense. Regarding representation, sample sizes for several of the regions were low, resulting in large confidence intervals when looking *only within those regions*. The confidence intervals were calculated assuming maximum variance in the population; it is likely the population variance was less. However, across all regions 375 completed surveys were received, which results in a 95% confidence interval of +/- 4.7% at the 95% confidence level *for the entire region*, well within accepted guidelines. Thus, the results (if aggregated across all regions) should provide a good basis for trail use and opinions regarding the importance of shelter cabins in households’ decisions to use the trail, increasing use with the presence of more shelter cabins, and use of a mass transit system among households in the entire region.

### Summary of Results

The majority of households in the sample used the trail, ranging from 63.9% of household in the Bering Sea region to 83.3% in the Western Interior. However, it should be cautioned that households that did not use the trail might have been less likely to complete the survey. While most households only used one or two sections, the frequency of use exhibited a wide range. For respondents that did not use any section of trail, cost of fuel and lack of time were two often cited reasons for not using the trail. For respondents who did use the trail, cost of fuel and poor weather were two often cited reasons for not using the trail more often. It is likely continued increases in fuel costs will impact travel on the INHT. Cabin use varied by region, with households from the Western Interior and Bering Sea regions being most likely to use cabins. Although to a lesser extent in the Lower Yukon region, the presence of shelter cabins along the trail was important in Households’ decisions to use the trail. Responses to the question as to whether the presence of more shelter cabins would increase a household’s use of the trail varied by region; households from the Western Interior were more likely to increase their use of the trail, followed by households receiving the INHT only survey and households from the Bering Sea region. The majority of households in the Lower Yukon would not increase their use of the trail. Consistent across regions, approximately 50% of households would take advantage of a mass transit system between villages.

### Literature Cited

Lingle, E.G, Fix, P. J. & Harrington, A.M. (2011). Bering Sea and Western Interior Land Use Study. Final Report for USDI Bureau of Land Management. Fairbanks, Alaska: Department of Humans and the Environment, School of Natural Resources and Agricultural Sciences, University of Alaska Fairbanks. #MP 2011-03.

## **Appendix A: INHT Postcards and Survey**

The following postcard was sent approximately one week before the survey was sent. The postcard was addressed to residents in each respective village.

**Iditarod National Historic Trail Study**

Dear Village of Golovin resident,

The University of Alaska Fairbanks is conducting a study on use of the Iditarod National Historic Trail. In the coming weeks you will receive a mailing containing a survey and a return envelope. Since only one survey will be mailed to each household in your village, it is extremely important that your answers are included in the results. Results will be made available to the Bureau of Land Management and the Village of Golovin, and can be used for future management of the trail.

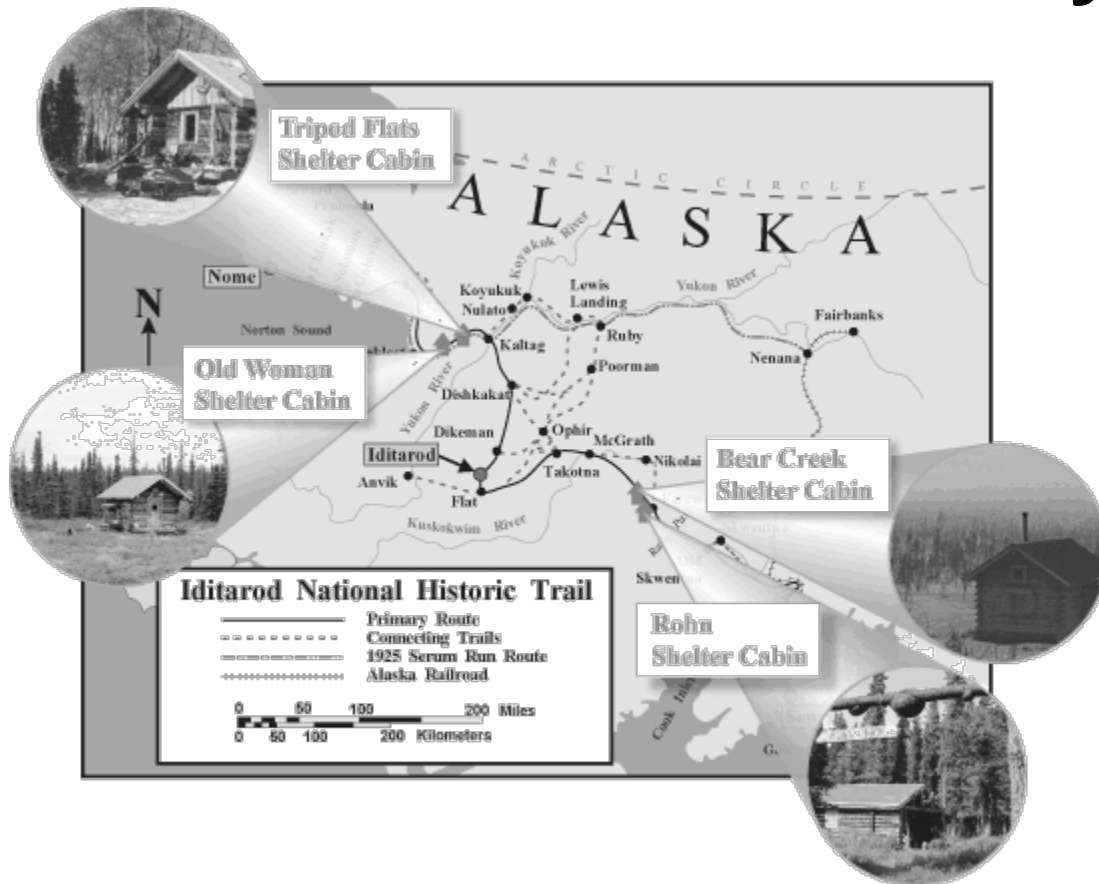
If you have any questions or concerns about the study, please call me at (907) 474-6926, or email me at [pjfix@alaska.edu](mailto:pjfix@alaska.edu).

Sincerely,

Peter Fix  
Associate Professor  
Dept. of Resources Management  
University of Alaska Fairbanks

Note: the copy of the survey shown here was transferred from a pdf and appears slightly blurry.  
The printed copy was not blurry.

# Iditarod Trail Use Survey



School of Natural Resources and Agricultural Sciences

Department of Resources Management

323 O'Neill Bldg

PO Box 757200

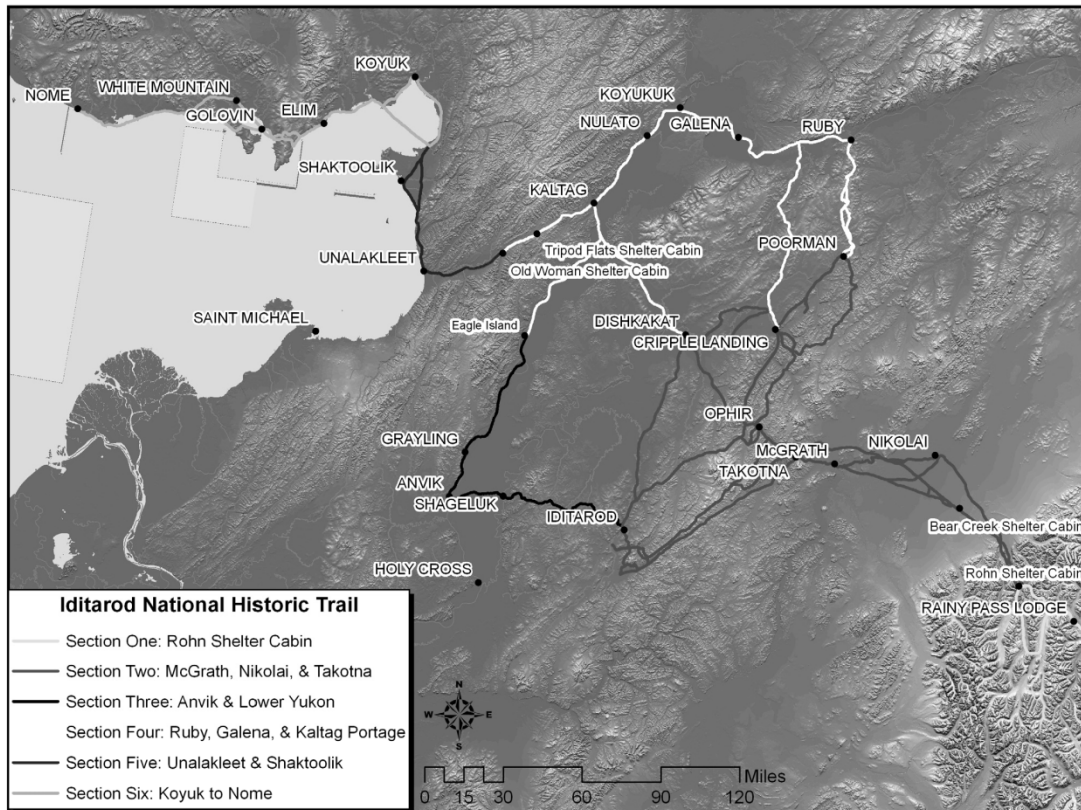
Fairbanks, AK 99775-7200

*Note: the copy of the survey shown here was transferred from a pdf and appears slightly blurry. The printed copy was not blurry.*

This survey asks about your household's use of the Iditarod Trail during this past winter (from November 2009 through May 2010). We would like one survey completed by your household. If your household has already completed and returned a survey, please check the box below and return the survey in the envelope provided (it will not be necessary for your household to complete more than one survey).

My household has already completed and returned a survey. ☐

Please examine the map and trail descriptions below and answer questions 1 through 3 based on those trail segments.



<p><b>Section One: Rohn Roadhouse.</b> Iditarod trail south of and including the Rohn BLM shelter cabin. Any travel north of this shelter cabin would be considered section two.</p>	<p><b>Section Three: Anvik and Lower Yukon.</b> Iditarod trail between Iditarod and Eagle Island. Includes the villages of Anvik, Grayling, and Shageluk.</p>	<p><b>Section Five: Unalakleet and Shaktoolik.</b> Iditarod trail between the Old Woman BLM shelter cabin and Norton Bay. Includes the villages of Unalakleet and Shaktoolik.</p>
<p><b>Section Two: McGrath, Nikolai, and Takotna.</b> Any section of the Iditarod trail north of the Rohn BLM shelter cabin and <b>not</b> beyond Iditarod, Dishkak, Cripple Landing, or Poorman. Includes the villages of Takotna, McGrath, and Nikolai.</p>	<p><b>Section Four: Ruby, Galena, and Kaltag Portage.</b> Iditarod trail north of Eagle Island, Dishkak, Cripple Landing, and Poorman. The Kaltag portage between the Old Woman BLM shelter cabin and Kaltag is part of this section. Includes the villages of Kaltag, Nulato, Koyukuk, Galena, and Ruby.</p>	<p><b>Section Six: Koyuk to Nome.</b> Any section of the Iditarod trail between Nome and Norton Bay. Includes the villages of Koyuk, Elim, Golovin, White Mountain, and Nome.</p>

*Note: the copy of the survey shown here was transferred from a pdf and appears slightly blurry. The printed copy was not blurry.*

1. Please indicate how often members of your household used each section of the Iditarod Trail this past winter (from November 2009 through May 2010). *(Please check the appropriate response for each trail section.)*

Section one	Section two	Section three	Section four	Section five	Section six
<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use
<input type="checkbox"/> 1-10 times	<input type="checkbox"/> 1-10 times	<input type="checkbox"/> 1-10 times	<input type="checkbox"/> 1-10 times	<input type="checkbox"/> 1-10 times	<input type="checkbox"/> 1-10 times
<input type="checkbox"/> 11-20 times	<input type="checkbox"/> 11-20 times	<input type="checkbox"/> 11-20 times	<input type="checkbox"/> 11-20 times	<input type="checkbox"/> 11-20 times	<input type="checkbox"/> 11-20 times
<input type="checkbox"/> 21-50 times	<input type="checkbox"/> 21-50 times	<input type="checkbox"/> 21-50 times	<input type="checkbox"/> 21-50 times	<input type="checkbox"/> 21-50 times	<input type="checkbox"/> 21-50 times
<input type="checkbox"/> 51-100 times	<input type="checkbox"/> 51-100 times	<input type="checkbox"/> 51-100 times	<input type="checkbox"/> 51-100 times	<input type="checkbox"/> 51-100 times	<input type="checkbox"/> 51-100 times
<input type="checkbox"/> More than 100 times	<input type="checkbox"/> More than 100 times	<input type="checkbox"/> More than 100 times	<input type="checkbox"/> More than 100 times	<input type="checkbox"/> More than 100 times	<input type="checkbox"/> More than 100 times

2. Please indicate by what method(s) members of your household traveled on each section of the Iditarod Trail this past winter (from November 2009 through May 2010). *(Please check all that apply for each trail section.)*

Section one	Section two	Section three	Section four	Section five	Section six
<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use
<input type="checkbox"/> Snowmachine	<input type="checkbox"/> Snowmachine	<input type="checkbox"/> Snowmachine	<input type="checkbox"/> Snowmachine	<input type="checkbox"/> Snowmachine	<input type="checkbox"/> Snowmachine
<input type="checkbox"/> Dogsled	<input type="checkbox"/> Dogsled	<input type="checkbox"/> Dogsled	<input type="checkbox"/> Dogsled	<input type="checkbox"/> Dogsled	<input type="checkbox"/> Dogsled
<input type="checkbox"/> Human powered*	<input type="checkbox"/> Human powered*	<input type="checkbox"/> Human powered*	<input type="checkbox"/> Human powered*	<input type="checkbox"/> Human powered*	<input type="checkbox"/> Human powered*
<input type="checkbox"/> Other (please explain):	<input type="checkbox"/> Other (please explain):	<input type="checkbox"/> Other (please explain):	<input type="checkbox"/> Other (please explain):	<input type="checkbox"/> Other (please explain):	<input type="checkbox"/> Other (please explain):

\* Human powered includes walking, snowshoeing, skiing, biking, running, etc.

3. Next we would like to know why members of your household traveled on these trail sections. For each Iditarod Trail section listed below please mark the reasons why members of your household traveled on that section during this past winter. *(Please check all that apply for each trail section.)*

Section one	Section two	Section three	Section four	Section five	Section six
<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use	<input type="checkbox"/> Did not use
<input type="checkbox"/> Access for subsistence	<input type="checkbox"/> Access for subsistence	<input type="checkbox"/> Access for subsistence	<input type="checkbox"/> Access for subsistence	<input type="checkbox"/> Access for subsistence	<input type="checkbox"/> Access for subsistence
<input type="checkbox"/> Travel to other villages	<input type="checkbox"/> Travel to other villages	<input type="checkbox"/> Travel to other villages	<input type="checkbox"/> Travel to other villages	<input type="checkbox"/> Travel to other villages	<input type="checkbox"/> Travel to other villages
<input type="checkbox"/> Recreation	<input type="checkbox"/> Recreation	<input type="checkbox"/> Recreation	<input type="checkbox"/> Recreation	<input type="checkbox"/> Recreation	<input type="checkbox"/> Recreation
<input type="checkbox"/> Other (please explain):	<input type="checkbox"/> Other (please explain):	<input type="checkbox"/> Other (please explain):	<input type="checkbox"/> Other (please explain):	<input type="checkbox"/> Other (please explain):	<input type="checkbox"/> Other (please explain):

4. We would like to know if there is anything that restricts members of your household's use of the Iditarod Trail. Of the reasons listed below, check those that have restricted, or would restrict, your use of the trail. *(Please check all that apply.)*

- |  |  |                                       |
|--|--|---------------------------------------|
| <input type="checkbox"/> Poor grooming         | <input type="checkbox"/> Lack of trail marking | <input type="checkbox"/> Cost of fuel |
| <input type="checkbox"/> Poor weather          | <input type="checkbox"/> Personal safety       | <input type="checkbox"/> Lack of time |
| <input type="checkbox"/> Poor trail conditions |  |                                       |
| <input type="checkbox"/> Other: _____          |  |                                       |

If you checked poor trail conditions please explain: \_\_\_\_\_

**Note:** the copy of the survey shown here was transferred from a pdf and appears slightly blurry. The printed copy was not blurry.

5. Please indicate which shelter cabins members of your household have visited during the past winter (from November 2009 through May 2010). *(Please check all that apply.)*

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Rohn Shelter Cabin             | <input type="checkbox"/> Cripple Checkpoint Safety Shelters | <input type="checkbox"/> Tripod Flats Shelter Cabin     |
| <input type="checkbox"/> Bear Creek Shelter Cabin       | <input type="checkbox"/> Poorman Safety Cabin               | <input type="checkbox"/> Old Woman Shelter Cabin        |
| <input type="checkbox"/> Don's Cabin                    | <input type="checkbox"/> Big Yentna Shelter Cabin           | <input type="checkbox"/> Topkok Shelter Cabin           |
| <input type="checkbox"/> Carlson Crossing Shelter Cabin | <input type="checkbox"/> Iditarod Safety Cabins             | <input type="checkbox"/> California Creek Shelter Cabin |
| <input type="checkbox"/> Other: _____                   |   |   |
| <input type="checkbox"/> Did not use a shelter cabin    |   |   |

6. How important is the presence of shelter cabins in members of your household's decision to use the Iditarod trail? *(Please check the most appropriate response.)*

- ☐ Not at all important
- ☐ Slightly important
- ☐ Moderately important
- ☐ Extremely important

7. Would the presence of more shelter cabins increase members of your household's use of the Iditarod Trail? *(Please check the most appropriate response.)*

- ☐ No increase
- ☐ Slight increase
- ☐ Moderate increase
- ☐ Significant increase

8. How often would members of your household take advantage of a mass transit (i.e. large snowcat) between villages if it were available? *(Please check the most appropriate response.)*

- ☐ Not at all
- ☐ Occasionally
- ☐ Frequently

Additional comments:

Thank you for your time!

After you have completed the survey, please return the survey in the envelope provided.



The following postcard was sent approximately two weeks after the survey was sent. The postcard was addressed to residents in each respective village.

**Iditarod National Historic Trail Study**

Dear Village of Golovin resident,

A survey was recently mailed to you regarding use of the Iditarod National Historic Trail. If you have already returned the survey, thank you for your help. If not, please complete the survey and return it at your earliest convenience. Since only one survey was mailed to each household in your village, it is extremely important that your answers are included in the results.

If you did not receive the survey, or it was misplaced, please contact me at (907) 474-6926, or email me at [pjfix@alaska.edu](mailto:pjfix@alaska.edu).

Sincerely,

Peter Fix  
Associate Professor  
Dept. of Resources Management  
University of Alaska Fairbanks