

Public Feedback Interim Report

Skagway Port Master Plan | November – December 2020

Public Involvement Summary

This report summarizes public involvement efforts and feedback for the Skagway Port Master Plan as of December 22, 2020. An overview is given of public involvement events and participation levels followed by a summary of key themes from different stakeholder groups.

Design Charrette

In-person: November 6th – 7th and 9th – 10th

Forty-one (41) attendees registered for the in-person design charrette held at the Skagway A-B Hall in November. See Appendix A for In-Person Charrette summary of themes and compiled comments.

Online: November 6th – December 18th, 2020

Seventy-five (75) participants registered for, viewed, and provided candid feedback on the online version of the design charrette. See Appendix B for Online Charrette compiled responses.

Stakeholder Interviews

November 17th – December 21st, 2020

Thirty (30) interviews were completed with stakeholder organizations, including current and potential future waterfront operators, local membership organizations, non-profits, small businesses, utility providers, industrial producers, and relevant governmental agencies.

Interviewed organizations include:

- AIDEA
- Alaska Coach Tours
- Alaska Mountain Guides
- Alaska Power & Telephone
- Alaska Seaplanes
- CLAA
- Coeur Alaska – Silvertip Mine
- Department of Environmental Quality
- Holland America Princess (HAP)
- National Park Service
- M&M Tours
- Mineral Services
- Minto Mine (Pembroke Resources)
- Municipality of Skagway (MOS) Staff
- North Pacific Maritime
- Petro Marine
- Rainbow Glacier Adventures
- Skagway Development Corporation
- Skagway Elks #431
- Skagway Streetcar
- Skagway Traditional Council
- SMART
- Sockeye Cycle
- Southeast Alaska Sea Pilots Association
- TEMSCO Helicopters
- United State Customs
- White Pass & Yukon Route Railroad
- Yukon Producers Group
- Yukon Territory Dept. of Economic Development

Organizations engaged or to be engaged in a larger meeting w/ MOS:

- AML/Lynden
- AMHS

Non-responding organizations:

- Alaska Travel Adventures
- Alaska Nature Tours
- Chilkoot Charters
- NOAA
- Skagway Chamber of Commerce

Skagway Committees, Boards & Commissions

Notified of process & invited representative for interview:

- Conservation Committee
- CVB Board
- Historic District Commission
- Marine Highway Committee
- OASIS Committee
- Parks & Recreation Committee
- Public Works Committee
- Recreation Board

Corresponded with representative(s) re: preliminary concepts

- OASIS Committee

Presented to:

- Planning & Zoning Commission – November 12th, 2020

Interview Themes by Stakeholder Sector or Group:

The following section describes major themes identified in the stakeholder interview process, organized generally by stakeholder industry or commercial sector. The 31 stakeholders interviewed have been divided into the following groups summarized in the chart below:

Sector/Group Name	Stakeholders included
1) Aviation	TEMSCO, Alaska Seaplanes
2) Rail	WPYR/Survey Point Holdings/Skagway Terminal Co.
3) Marine	SEAPA, North Pacific Maritime, CLAA
4) Motorcoach operators	Holland America Princess (HAP), Alaska Coach Tours (ACT)
5) Small tour & transit operators	M&M Tours, SMART, Skagway Streetcar, Sockeye Cycle, Alaska Mountain Guides, Rainbow Glacier Adventures
6) Utilities/essential services	Petro Marine, AP&T, AML*, AMHS*
7) Industrial operators	Mineral Services, Minto Mine (Pembridge Resources), Coeur Alaska – Silvertip Mine, Yukon Producers Group
8) Governmental agencies	Skagway Traditional Council, AIDEA, Yukon Territory Dept. of Economic Development, ADEC, US Customs, National Park Service
9) Non-profit organizations	Skagway Development Corporation, Elks #431
10) MOS Staff	Mayor, Harbormaster, Tourism Director, Public Works Director

**Starred entities either engaged or to be engaged in a larger conversation with MOS.*

Major Themes by Sector/Group:

Aviation

- Both fixed and rotary wing stakeholders expressed concern about putting helicopters and planes in direct conflict on the runway, while taking off and landing to avoid overflying residential homes. This would be especially difficult during the airport's busy tourist season and since the Inlet is already a wind tunnel with limited options for operators. The current set up is already close but works with the Juneau operators' letter of authorization (LOA) for Taiya Inlet.
- Fixed wing operators brought up concerns about helicopter proximity to the passenger terminal and ramp causing issues with noise and making it difficult for pilots to communicate with passengers during boarding.
- Fixed wing operators brought up concern about debris and sand being blown all over the ramp area from helicopter prop wash, which is larger than that of fixed wing aircraft.
- Fixed wing operators expressed a desire to see a more detailed plan of the layout of operations if TEMSCO was to be moved to the airport to better determine what is feasible.
- Rotary wing operators see their existing location as imperative to their continued operation as a business due to strong ties to the cruise industry, noise abatement, \$1.5M tax investment improvements on the land for their world-class facility, and safety concerns (limiting flight over residences).
- TEMSCO provides essential services to Skagway and surrounding Southeast communities by supporting medivac, emergency and natural disaster response, construction work, remote communications infrastructure maintenance, railroad work, avalanche control, and flights for AP&T, NPS and various State and federal agencies. Continuance of these services is key.

Rail

- Expressed a preference for upgrades to Ore and Broadway docks as opposed to Ferry Pier cruise extension due to previous simulation efforts and uncertain land status between state and MOS.
- Interested in working in partnership with MOS to improve Broadway and Ore docks; 35% designs already developed.
- Continued rail access and service desired at each dock after end of 2023 lease to limit use of buses to pick up and transfer pax. Brought up the concept of an industrial train at the Ore dock.
- Covered passenger structures are a need at every dock.
- Brought up the fact that the rail operator owns the dock infrastructure and compensation for owned assets would need to be considered.
- Brought up ongoing ore basin remediation work and that operator has a 'permit in hand' to begin cleanup.

Marine

- Concern from multiple stakeholders that the Ferry Pier cruise ship extension could complicate docking operations in port making all docks less "user friendly," making it more difficult to access Broadway (already a challenging dock) and Ore docks and changing the order that ships must approach each dock.

- A larger concern is whether the Ferry Pier extension would intersect the approach line currently used by ships to enter the port while keeping wind at the stern; If it does, could result in ships dropping anchor in port and tendering pax to shore.
- Simulation of the Ferry Pier extension would help determine feasibility.

Motorcoach operators

- Need to limit backing motion of tour vehicles to improve safety
- Need for clearly marked pedestrian paths, sidewalks, and walkways in the tour staging and pick-up areas to limit pedestrian and vehicle conflicts
- Need to improve safety near Broadway dock ramp where pax are disembarking and tour vehicles are also leaving the staging area
- Motorcoach operators provided great background information on current tour operations and access and circulation issues at each dock.
- Brought up shortage in worker housing for operators; should be considered in conjunction with any plans to expand.

Small tour & transit operators

- From transit perspective, ORE and Railroad dock set-ups work well. Need a paved pick-up area as close to BRD ramp as possible; gravel area between Ferry pier and BRD is currently NOT ADA compliant and does not work for wheelchairs; severely limits access to pax from BRD since provider can only get a van in there instead of a small bus.
- Maintaining and increasing visibility at each dock is a key concern for the municipally contracted tour broker.
- A designated and better signed muster area for guests accessing the FAST ferry to Haines is needed.
- There is a large need for dockage for smaller Explorer class luxury cruise vessels, which is an expanding market that has historically been excluded in Skagway.
- Access and circulation could be improved at Ore and BRD for smaller operators; the turnaround set up at Railroad dock works well.
- Shortage of staff housing and independent traveler accommodations are a huge issue in Skagway.
- Railroad crossings are dangerous and need improved safety measures across the entire waterfront.
- Improved signage is much needed heading north into town from docks and back to docks.
- Smaller operators with trailers are unable to back up, so pull-through parking and designated parking areas as close to docks as possible would be beneficial.

Utilities/essential services

- Fuel provider looking to remain in current location and upgrade infrastructure including a new truck rack area after new lease agreement is developed with the city for post-2023. Directionality of truck flow in and out of the facility may also be reversed with these upgrades (enter from north, exit onto State Street west of facility).

- Plan phasing and early, close coordination with city is very important for utility/essential services providers to avoid a break in fuel and electricity services for Skagway and Yukon.
- AML move to north of the Ore Terminal would impact AP&T powerlines which would need to be buried. Who would pay for utilities burial?
- The AP&T submarine easement going to Haines will need to be considered in waterfront development phasing; AP&T would like to move this out of the port and into Smugglers Cove area where fiber is also being installed.
- Key issues for cargo provider are: Priority berthing, structural and infrastructural upgrades to ORE dock including potential Ro/Ro capabilities, security of the facility (fencing required by Coast Guard), independent operation, and contamination clean-up of potential new location.

Industrial operators

- There is no ‘silver bullet’ infrastructural upgrade that industrial producers are necessarily looking for in Skagway; the key is coordination and engaging the current and potential future operators in the conversation and planning process early and often.
- Yukon producers’ can provide technical input down the road once concepts move forward and this is warranted.
- From the potential industrial producer perspective, 4 main concerns were brought up for shipping product out through Skagway:
 - *Storage capacity/laydown space availability* is the biggest issue (for bulk zinc concentrate and bagged lead)
 - *Equipment/Infrastructure*: Ore loader and conveyor need to be brought up to industry standard and speed; safer and more environmentally sound methods for transporting bulk materials can be discussed with MOS.
 - *Regulatory*: concerns about historical contamination of the ore basin; new operators would likely desire an agreement with MOS indemnifying them from responsibility of historical clean-up.
 - *Operational*: Potential operators desire a service provider at port like Mineral Services to manage moisture monitoring and storage of concentrate, ship loading, and other value-added services; Priority berthing for ore vessels was also brought up as a key concern.
- From existing Ore Terminal user perspective:
 - Infrastructure upgrades are needed to the ore loader and expanded covered storage area over cement pad north of terminal would be needed if additional producers are added.
 - Phasing of any Ore dock upgrades would need to be coordinated to avoid interruption of service: ‘shoulder seasons’ area a good time to develop since there are no cruise or cargo ships.
 - Concerned about uncertainty at end of 2023 lease regarding AIDEA.
- From industrial service provider’s perspective:
 - It is extremely important to ensure that storage/laydown area for industrial products is maintained and prioritized on the waterfront to ensure continued operation and potential future expansion of the Ore Terminal and industrial port.

- Shipping industrial products in and out through Skagway to and from the Yukon is essential to ensure that the industrial-use Klondike Highway remains open and maintained year-round.
- Need for an upland storage area for offloading bulk mining products and loading onto trucks for transport to mines.
- If looking to attract additional industrial producers, Skagway needs to consider a tariff rate structure that is competitive with other ports that they could use, for example, Stewart, B.C. (previously proposed rate in SGY was \$138/metric ton versus \$20-\$30/metric ton in other ports).

Governmental agencies

- *Skagway Traditional Council:*
 - Representation of native history, language, and culture (Tlingit/Haida) is a need in Skagway's branding, interpretive, and wayfinding identity.
 - Wayfinding should coordinate with ongoing trails signage project in Skagway/Dyea that integrates native language and culture.
- *National Park Service:*
 - Very supportive of enhanced greenspace concept with native landscaping and improved safety barriers and buffers around train tracks; improved wayfinding scheme for each dock and the NPS visitor center utilizing sidewalk stamping and representative colors/symbols; and accommodations for independent travelers.
 - NPS is eager and willing to share resources with MOS to help with interpretive and wayfinding efforts related to Skagway history; one idea offered was the storyline of shipwrecks in Skagway.
 - If construction unearths shipwrecks or remains of historic wharfs and piers, NPS and SHPO would need to be notified.
 - There is a known bald eagle nest in the SE corner of the project area on the hillside just off the coast (NPS can provide GPS coordinates). Construction disturbance in the area would be considered a "take" according to the Bald & Golden Eagle Protection Act and Fish & Wildlife Service may need to be contacted for a permit.
- *Yukon Dept. Economic Development:* Top priority is Ore Terminal and Yukon industrial producers being able to export through Skagway after 2023 lease end; will be starting conversation and coordination with MOS/AIDEA soon to determine roles, responsibilities, cost sharing, etc. for continued operation and potential upgrades of the Ore Terminal.
- *US Customs:*
 - Designated parking space for border agents is a need along the waterfront
 - Moving US Customs closer to port could be considered to alleviate back-ups at the land border, however, any change would need to go through the legal department and is dependent on the staffing available.
- *AIDEA* wants to coordinate closely with the city and be aware of any desire by MOS to:
 - Change the footprint of facility (any use of the cement pad area for something else, such as AML move)

- Make any future investments resulting in facility cost structure changes that would be passed onto industrial operators (AIDEA would need to communicate that to the producers and rewrite contracts)
- Begin ore basin remediation and whether this will impact ongoing Minto operations
- **ADEC:**
 - All upland sites have been capped and do not currently pose a threat to human or environmental health
 - DEC is working with White Pass on the plan for cleaning up sediments in the basin; set to do limited dredging next winter (consisting of 2/3 of contaminated sediments removal)
 - MOS and consultant may want to consider soil disturbance as it relates to contaminated soils for trails and utilities extension; but there are no obvious areas where this would be a problem at this stage in the planning process.
 - MOS would likely need to work with DEC to determine the safety of AML move to the grassy and cement areas northeast of Ore Terminal; there is petroleum contamination here, so vapor intrusion is a concern for any buildings built.

Non-profit organizations

- Shared charrette and port master planning process and timeline with Elks to share info with members as they see fit.
- From Development Corporation perspective:
 - The industrial side of the port is very important and so is planning for flexibility. One model to look to is an industrial park with leases based on performance measure; Sitka is an example. Can the Ro/Ro dock be flexible in use and berth non-Ro/Ro ships?
 - Can customs be moved closer to the waterfront to facilitate movement of industrial products into Yukon and alleviate the land border bottle neck?
 - An overarching community vision is needed for port development and this should be developed in conjunction with the new port director or advisory board.
 - Winds on the Ore peninsula can be monitored for a year to see if moving the AMHS ferry there would be feasible.

MOS Staff

- Considerations should be made to keep pedestrians from walking through the active boat maintenance, launch and storage area as they try to get from Ferry Pier to Railroad Dock.
- There is demand for additional boat storage and harbor expansion.
- Ro/Ro facility should be dual use between AML and MOS.
- All greenspaces need to be simple and easily maintained by only a few paid staff.
- Propane yard kiddy-corner from existing AML site could potentially be used for development in the future.
- Phasing is extremely important for the master plan to navigate the end of the 2023 lease and coordinate with existing waterfront operators and utility providers.
- Next engagement event should seek the perspective of year-round Skagway residents and business owners
- The exact dock configuration is difficult to determine at this stage since it hinges on larger questions such as: How many visitors is the ideal number? Will Skagway institute a pax cap?

- An important market for Skagway may be smaller Explorer-class luxury cruise ships.
- Possible development ideas at this stage:
 - Short Term: status quo or slight shrinking back
 - ORE or BRD upgrade or extension
 - Some mixed use at ORE in the short term
 - Skagway considers a pax cap
 - Mid to Long-term:
 - Build dock extension at BRD/Ferry peninsula.
- Would be great to add a similar pax shelter and info station with restrooms to the ORE dock tour staging area.
- Seawalk design should match existing at Railroad Dock area.
- Wayfinding signage should coordinate with CVB re-branding project (just starting).

Appendix A: In-Person Charrette Themes & Compiled Comments

Appendix A - In-Person Charrette Themes

In-person Charrette Themes:

Station 1 – General Questions

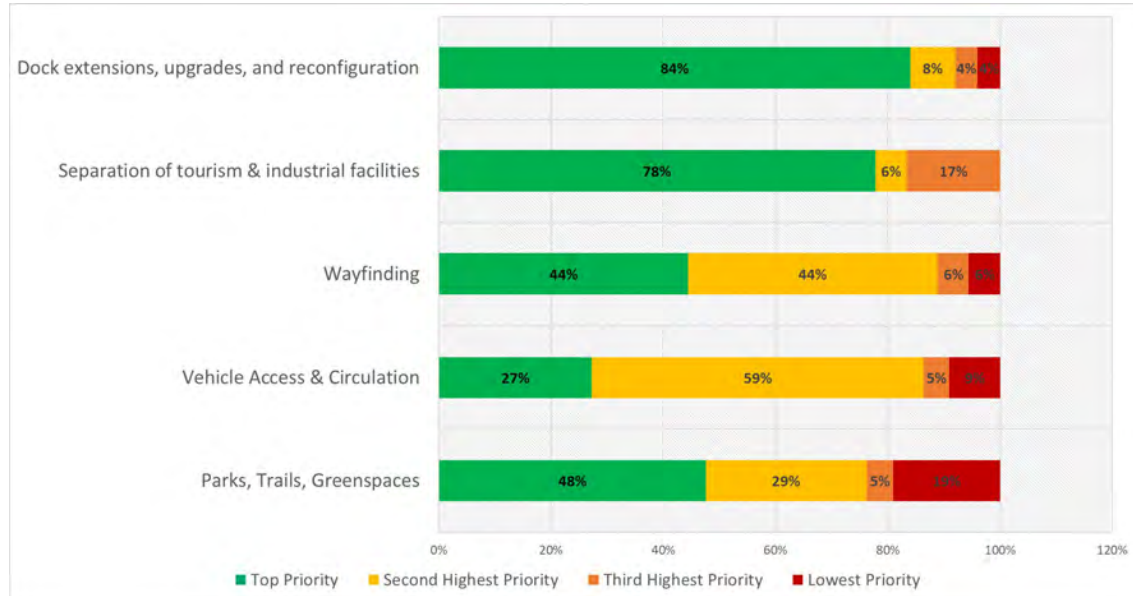
Value of the Waterfront

- Skagway waterfront’s value is based in its status as a welcoming multi-use port, providing seasonal and year-round jobs, diverse sources of income, and public access for recreation.
- Skagway’s waterfront IS its economy and economic diversity is important.



Appendix A - In-Person Charrette Themes

Waterfront Development Priorities



- **Top Priority:** “Dock extensions, upgrades, and reconfiguration” (84%) received the most votes as Top Priority for waterfront development, followed by “Separation of tourism & industrial facilities” (78%), “Parks, Trails, Greenspaces” (48%), “Wayfinding” (44%) and “Vehicle Access & Circulation” (27%).
- **Second Highest Priority:** “Vehicle Access & Circulation” received the most Second Highest Priority votes (59%) followed by “Wayfinding” (44%).
- **Most Divided:** Respondents appear most divided on “Parks, Trails, Greenspaces” with 48% rating it Top Priority and 19% rating it Lowest Priority.

Station 2 – Land Uses

Flexibility vs. Separation of Uses

- Flexibility is important due to limited space on the waterfront and a historical reliance on a few economic sectors (tourism, mining)
- Separation is more important in the long-term
- Phased approach to development is important to balance the issue of separation of uses versus flexibility of use over different time horizons (near, middle, long-term)
- Ability to separate uses hinges on industrial interest and on which sectors are able and willing to invest in port development

AML Site

- RO/RO facility and leave AML
- Industrial use (x3)
- Educational use (e.g., educational center with parking, aquarium, or refuge)
- New ferry terminal

Appendix A - In-Person Charrette Themes

- Boat storage with parking and pedestrian upgrades
- Let the market decide by providing the opportunity to lease the space

Small Boat Harbor

- Desire for year-round restrooms at SBH
- Support for SBH expansion to provide accommodations for fully independent travelers (FIT)
- Expansion of SBH should be based on demand
- No support for filling and turning parcel north of SBH into parking
- Some support for filling and using the parcel north of the SBH for greenspace/RV park expansion

Pullen RV Park

- Mixed support for RV expansion, but many indicated that the waterfront is not the appropriate location for this

Other Feedback

- Suggestion of using “sawtooth” loading zones and designated staging areas to ease congestion at the SBH
- Support for a path all the way along the waterfront
- Support for improvements to trails and greenspaces if these do not encroach upon current operations
- Strong opposition to moving TEMSCO due to noise, helicopters over town, and perceived unsuitability of site for other marine uses
- Suggestion that area north of Ore Terminal could be better used for industrial lay-down space if additional users are added to the terminal, rather than AML

Station 3 – Greenspaces, Trails & Wayfinding

Shoreline Park

- General support for the Shoreline Park concept with wide open grassy areas that are easy to maintain
- Strong opposition to Festival Market Plaza due to competition with downtown businesses
- Strong need identified for additional buffers, barriers, and safety features between the park space and railroad tracks to improve pedestrian safety

Trails & Signage

- Limited feedback on this concept
- Support for prioritizing maintenance of existing trail and Seawalk before more are built

Wayfinding Themes

- Strong support for improved wayfinding signage system for visitors, especially considering COVID-19 challenges

Appendix A - In-Person Charrette Themes

- Strong support for native language and cultural elements (Tlingit and Haida), historical, and natural/outdoor themes being incorporated into wayfinding signage and Skagway “brand”
- Moderate support for a coordinated color and symbol wayfinding scheme along sidewalks leading to each dock and popular destinations

Other Feedback

- New Juneau wayfinding mentioned as a good example of native/cultural heritage theme

Station 4 – Access, Circulation & Docks

Ferry Pier Concept

- Limited comments on this concept
- Suggestion to move CLAA office to the empty lot just north of vehicle staging area on Ferry Pier
- One supportive comment; one indicating that more information is needed about land acquisition from the State; one suggesting that major reconfiguration likely needed if cruise berths are added to the Ferry Pier

Broadway Dock Concept

- Strong support for covered wind/weather protected passenger waiting area
- Strong feeling that backing up movements of tour vehicles needs to be limited or eliminated in the BRD concept for safety
- Several commenters noted a need for additional train tracks in the BRD pick up area to serve cruise pax from the floating dock addition to Ferry Pier

Ferry Peninsula Floating Dock Extension

- Moderate support for floating cruise extension off Ferry Pier if safe, well-studied, and feasible.
- Concerns expressed about: cost, acquisition of land from the state, cruise industry uncertainty due to COVID-19, and AMHS/cruise docking conflicts.
- One suggestion to move the AMHS Ferry to the BRD dock with floating ramp

Ore Dock Usage

- Stronger support for mixed use Ore Dock than industrial-only (on this question)
- One comment in support of industrial-only use of Ore Dock is capacity is created elsewhere for displaced cruise

Ferry Dock Location

- Majority of commenters expressing concern about AMHS reliability due to safety, wind, and dredging requirements if moved to location B (end of ORE peninsula)
- Two commenters in support of moving AMHS Ferry to location B

RO/RO Location

Appendix A - In-Person Charrette Themes

- Five commenters in support of RO/RO at Location A and 3 commenters in support of Location B, one in support of either location.
- One commenter concerned about Location A taking away industrial storage space from Ore Terminal users

Other Feedback

- Many concerns about the feasibility and safety of Location B for marine uses due to wind, movement of sediment near river mouth
- Many comments about not moving TEMSCO
- One comment about the need for ore basin remediation before any dock improvements can be made

Appendix A - In-Person Charrette Compiled Comments

S1Q207 - Please prioritize the following elements of waterfront development...

- I think these 3 issues are almost the same & achieved together: parks, trails, greenspaces; wayfinding; Separation of tourism/industrial facilities
- Do not move TEMSCO
- The repercussions of cruise ship sailing & COVID-19 are not completely known yet. I think it would be wise to design something that could easily be added upon & handle high volume, but as of right now, we do not know when we will return to former volume of visitors
- Skagway needs a partner to split financial risk and offer expertise to run the port
- Color code each dock, and mark as such for tourists to ID what ship they came in on
- Don't move TEMSCO; The land where TEMSCO sits isn't suitable for a dock location because of excess river sediment and it's entirely too windy for cruise ships to dock up.
- A partner to share the risk and cost! Also, consult the cruise lines again and establish that this meets their current and projected needs.
- Don't move TEMSCO.
- A Partner to share risk is important. White Pass has new ownership, Alaska based. TEMSCO should not move. Who wants helicopters flying over town all day? Not me. Keep it Alaska for partners and contractors.
- Hold White Pass to the fire! Time to do a remediation and clean up ore terminal for dock upgrade to proceed.
- Skagway needs a partner. The city cannot fund and operate the port by itself.
- A partner to share in expertise, risk and infrastructure would be wise
- TEMSCO is under a conditional use permit to be on the waterfront. They are secondary to permitted use of the waterfront.
- Please reach out and talk to the businesses this may affect before making any decisions. You are dealing with the aviation, marine, and tourism industries. They all have different regulations and they know what's best. Reach out! AMHS, TEMSCO, AML
- Maintain historical and geographical "Skagway Advantage"
- Small boat harbor expansion (phase 2); an overarching vision
- Very important to gather information from current occupants of waterfront as well as seasoned companies in port planning and management to work towards port improvement. Reach out to Alaska companies for work experience in Alaska ports for plan.
- Don't move TEMSCO. The land where TEMSCO sits isn't suitable for a dock location because of excess river sediment and it's entirely too windy for cruise ships to dock-up.
- Partnership with existing port users and leasees.

Appendix A - In-Person Charrette Compiled Comments

S2Q1 - Is it more important to separate industrial and tourism uses, or have flexibility in use and capacity in the near-, middle-, and long-term?

- Flexibility is nice mid and long term with eye on separation important
- Flexibility is important as single use facilities for industry make investment less attractive
- Flexibility, but only if non-tourism entities have interest. More industrial use and diversification would be great but the MOS needs to go wherever the greatest benefits lie.
- I think flexibility in our ports are important long-term.
- Do best to separate but have flexibility to serve both needs!
- Flexibility in use but not at the expense of industry.
- Flexibility x3
- Both. It will have to be a phased development. Make a vision. Long term: separation.
- I am not in favor of separating. I believe facilities should stay where they are. Use money and energy to improve and beautify.
- Flexibility
- With such limited space, flexibility is key!
- Keep eye on both
- Flexibility for a region with so few sectors as its base is key
- Separate
- 2 green dots

Appendix A - In-Person Charrette Compiled Comments

S2Q2 - If the AML site became available, what would you recommend for that area?

- Ferry? Greenspace? Why not build a roll on/off dock there and leave AML?
- AML site needs to be kept for industry
- An educational center w/ parking. Aquarium? Refuge?
- New Ferry terminal
- Let the market, industry, private businesspeople decide; have an opportunity to lease the space
- Keep AML where it is
- Industrial
- Industrial
- Let AML decide if moving is the best choice for them!
- Vehicle parking and flow with pedestrian pathways & signage that can also be used for lay up (boat storage) space.

Appendix A - In-Person Charrette Compiled Comments

S2Q3 - Do you think the Small Boat Harbor should be expanded?

- I think the Harbormaster knows best.
- Year-round bathrooms at SBH would be nice. If there is need, why not expand? Why are you asking us?
- Yes (x4)
- If we are really focusing on FIT (fully independent traveler) visitors then yes, I think the SBH should be expanded
- 2 yellow dots
- 3 green dots
- 4 blank red dots

Appendix A - In-Person Charrette Compiled Comments

S2Q4 - Do you think the north end of the SBH should be filled and used for additional parking?

- No (x11) and all red dots
- No! This should be greenspace or SBH expansion. Why use valuable waterfront for parking? RV park is okay, but should not be expanded at waterfront
- If you expand the harbor you are going to need more parking

Appendix A - In-Person Charrette Compiled Comments

S2Q5 - Do you think the north end of the small boat harbor should be filled and used as a greenspace/pocket park/RV park?

- North end of Small Boat Harbor needs to have an attractive fence placed around it to hide the eyesore of the "Boat Cemetery/Boat Graveyard"- it is awful looking!
- It should be better utilized either as SBH expansion or RV/Greenspace
- Greenspace can easily be changed for a later use- like SBH expansion in the future
- North end of Small Boat Harbor needs to have an attractive fence placed around it to hide the eyesore of the "Boat Cemetery/Boat Graveyard"
- No (x6)
- Greenspace! I we as a community really want more waterfront space to enjoy this is a fantastic space that is currently not being used for anything! Tourists, locals, RVs alike will use it
- We need more space for RVs- but not near the waterfront. There's always too much traffic and this space could be better utilized.
- Yes (x1)
- 5 red dots
- 1 green dot

Appendix A - In-Person Charrette Compiled Comments

S2Q6 - Would you like to see the Pullen Creek RV park expanded?

- Yes (x3)
- No (x10)
- 2 blank red dots
- 1 blank green dot
- 1 blank orange dot
- Relocated to make room for various port operations.
- We need more RV space, but not here. The waterfront is not the best spot for a RV park.
- Expand RV park space at the Klondike Hwy property- that is why we bought it. Keep Pullen Creek RV as is!

Appendix A - In-Person Charrette Compiled Comments

S2Q7 - Do you have other thoughts or comments on waterfront land uses?

- Fill in area of south part of ore vehicle area to expand for ferry terminal parking. Make Industrial area an Industrial park to encourage private opportunities and investments. (2 "agrees")
- Traffic in the Small Boat Harbor area can be fixed with "sawtooth" loading zones and designated staging areas.
- Our current business district needs to be protected. No hotels, retail, etc. should be permitted [along the waterfront].
- Would like to see a path along waterfront. Good wayfinding and good positive guest experience.
- Let's not reinvent the wheel. Focus on the simplest solutions and not on building new docks.
- The city needs to focus on simply operating our port the way it is. That will be a good test for us. Years down the road we can explore expansion. COVID has given us that breathing room. *It's not the time to expand.
- If TEMSCO remains where it is, the peninsula to the southeast needs expansion for other uses.
- The expense and risk associated with building a dock from the existing ferry float is not wise given our current economic [situation].
- The land/area in front of TEMSCO is too shallow to add a dock. Constant dredging would be needed which equals time and money. Plus- are you envisioning tourists and locals walk through the new "bulk ore storage" to get to the yak trails?
- All great ports have a green space and walking areas for the public.
- Green spaces and pathways can be approved upon on uplands without major disruptions in current operations.
- PDC did not contact any of the affected parties for comment- how? What does AMHS think? The cruise line pilots? AML? Irresponsible to exclude the organizations.
- Separate

Appendix A - In-Person Charrette Compiled Comments

S2Q8 - Additional comments on the future land use map

- Move TEMSCO. This is a waste of valuable/useful space.
- If we are focusing on more FIT (fully independent) travelers- the small boat harbor will become even more important! While I think RV parks are important in SKG- I see no economical reason for them to be near the ports. I think they're taking up valuable real estate and should not be expanded near the waterfront.
- TEMSCO should not be moved to mid-town because of noise pollution and possible air traffic complications
- I am not in favor of TEMSCO moving to the airport and the ferry moving to where TEMSCO is now.
- As long as AML does not lose square footage and Ro/Ro is directly connected to AML, I may be in favor.
- Leave AML/TEMSCO alone. Reconfigure current docks with upgrades as needed.
- DO NOT move TEMSCO!!!! FAA regulations do not allow them to move to the airport...hence moving them into town equals more noise and more dangerous!!
- TEMSCO should be moved to the airport
- Moving TEMSCO (closer to town) would horribly increase noise in town- it's already bad however it is not in between land masses currently- moving to airport would funnel noise into town.
- Keep helicopter traffic away from town, as far towards water as possible.
- Ro/Ro facilities should be located at or near the north end of ORE dock (near AML). A move to the end of the peninsula would be unsafe and will reduce Skagway's cargo reliability.
- Expand small boat harbor
- Plan as outlined here is too non-flexible and short-sighted. Skagway has a lot of shoreline not developed/used for commerce. Focus in project area should be commerce with some greenspace/walkways that is appealing. Suggested uses/changes are: 1) expand ORE dock loading area, 2) Move ferry to ORE loading zone, 3) Only relocate TEMSCO if necessary, 4) Parking lot in Welcome Garden area, 5) Put CLIA in Ferry GTA, 6) Create Industrial Park.
- Agree with above.
- As the RR dock is owned by White Pass, working with White Pass would be beneficial for effective planning and operation
- Disagree with AML move- should preserve that space for ore storage. TEMSCO move should be last resort.
- Moving TEMSCO would be a HUGE mistake. Having 7-9 choppers that close to town is a disaster.
- Moving TEMSCO from current location is a terrible idea. For safety & noise, their current location is the best place for them to be.
- Moving TEMSCO is not a good idea. It boils down to safety...and noise.
- Moving TEMSCO is not a good idea. Safety, noise, & quality of life are all at stake.
- TEMSCO should be moved to a non-waterfront location. Priority!!!
- Ore Dock is the windy dock; walk on ferry traffic would be BRUTAL in winter if it were moved there.

Appendix A - In-Person Charrette Compiled Comments

- TEMSCO should not be moved. Too much noise on town if they are moved. Current TEMSCO location is not suitable for a dock/ferry. It's too windy. An aborted approach of ship would send you into Yakutania rocks.
- I don't want helicopters further in town. NOISY
- How much dredging would need to be done to build dock at the mouth of the river? Constant dredging as it fills in? Can we expand the dock off of BRD? The water is very deep there...What would the cost of all this be? Do we want helicopters flying over town? No! Keep TEMSCO there.
- Don't reduce industrial area by moving AML. The area north of Ore Terminal could be cargo, LNG, ore, fuel or any other kind of industrial staging.

Appendix A - In-Person Charrette Compiled Comments

S3Q1 - Shoreline Park Concept comments

- Market Place should be parking instead. No Commerce!
- With COVID-19, this space would allow people who physically couldn't do a trail to relax outdoors. I like the idea of a pavilion/performance space, too.
- The Shoreline Park conceptual does not take into consideration safety near RR tracks. RR spurs are essential for alleviating pedestrian and vehicle traffic.
- Love it
- Great ideas
- Grass areas are great. Make them flat. What good are hills? Circles on walkways too much. Keep it simple.
- Consideration of keeping guests away from tracks. The RR is integral to safe flow & disbursement of tourists.
- Too close to tracks. NOT SAFE and WPYR needs to go through this area.
- No festival market plaza (takes away from downtown and a management burden for MOS). Use half the open space and market area and turn into a parking lot so we stop paying to lease parking lot space half a block away.
- Festival market plaza should not be implemented- Rents downtown are too expensive for cheap competition- market/farmers market should be mobile.
- Please work with engineer to avoid planting invasive plant species (this has been problematic in the past).
- Try to put pathway along entire waterfront. Provide gates at points where industrial may need access.
- Additional sculpture elements
- No market plaza! We need to send people downtown!
- Pay close attention to high traffic areas or attractions near RR tracks. Don't want to lose loading/unloading area on Broadway dock for RR.
- I like the Shoreline Park concept.

Appendix A - In-Person Charrette Compiled Comments

S3Q2 - Trails & Signage Concept comments

- Tunneled walkway west exiting Ore area.
- More direction for cruise ship passengers
- Most important! Maintain what we have. There is no reason to do this if its going to end up looking like the Seawalk. More maintenance!

S3Q3 - What themes or elements should be carried through all wayfinding?

- I think color coded wayfinding (like the one with the green/yellow/blue/pink) is the way to go. I have worked down at the docks in SKG and JUN for about 15 years and this would make it so much easier for visitors!
- Native culture as well as Gold Rush information signs. I don't really care for any of the wayfinding signage but think we need it!
- Signage/wayfinding is important!
- Incorporate Tlingit/Haida culture, art, language in all mediums (signs, brochures, website, etc.)
- Local native Alaskan culture: Tlingit, Haida
- Colored stripes probably work best. Tourists get lost in a paper bag!
- Tlingit language added to new landmarks and signage.
- Until COVID-19 concerns are under control, I think trails and spending time outdoors with easy to navigate signage will be SUPER important! Spreads people out outside!

Appendix A - In-Person Charrette Compiled Comments

S3Q301 - Gateway to the Klondike

- "Gateway to the Klondike" needs to be removed from everything. Skagway is a lot more than just a gateway to the North. We are a destination and a town worth visiting!
- 7 green dots
- 1 yellow dot
- 1 orange dot

S3Q302 - Historical (gold rush)

- 16 green dots
- 1 yellow dot

S3Q303 – Cultural

- 11 green dots
- 1 yellow dot
- 2 orange dot

S3Q304 - Nature/outdoors (wildlife, mountains, etc.)

- 10 green dots
- 1 red dot
- 1 yellow dot

S3Q305 – Other

- Juneau just put up cool new ones [wayfinding signs]
- Maritime theme, native culture, Skagway local culture: fun funky artistic welcoming
- Timeline of Skagway development and use (including native uses)
- Wayfinding signs should encompass our town's native history and all the STC does for our town with perhaps their logo as well as the new city logo being developed.

S3Q4 - Do you have other thoughts or comments on parks, greenspaces, or wayfinding?

- More and more visible signage for restrooms, info centers, and ship docks
- Provide adequate signage giving direction to the color coded docks
- Color & symbol coordinated pathways to docks for visitor wayfinding
- More signage at key points and more green, more better!
- the wayfinding signs should encompass the new Skagway Loop currently being developed under the CVB.

Appendix A - In-Person Charrette Compiled Comments

S4Q1 - What do you think about the ferry pier concept?

- The ferry pier concept is expensive and we need to see more information about acquiring this property from the State.
- Move CLIA here. Major reconfiguration needed if cruise floating dock is constructed off of ferry peninsula.
- Love this.
- Worth pursuing as first choice for muni dock expansion
- Will it be too windy?

S4Q2 - What do you think about the Broadway Dock concept?

- More train tracks will be needed. Move everything north- do not bottleneck the area; there will be a lot of people to move, hopefully!
- Good starting point
- Needs to allow for second line of train tracks to serve 2 ships on floating dock. Use as staging area for buses waiting to pick up pax at new cruise floating dock.
- If traffic patterns remain as they are, with vehicles leaving BRD dock to the south, parking spots should slope the other way for safer use. If southern exit will be closed off, this is a big improvement. Love the line painting!
- It's nice to see roofs on waiting areas as opposed to the pergolas by Railroad dock.
- Sawtooth load zones are safer and more efficient than the proposed. Bus can pull out without backing.
- Increase size of the waiting/tour loading structure
- Avoid any parking designs that have buses back up! Pull through only.
- Bus design needs to be pull through. No backing up- too big a blind spot.

S4Q3 - Should a floating dock extension with additional cruise ship berths be added to the Ferry Dock?

- I'm in favor of dual use at the existing ferry terminal.
- If safe and feasible, yes.
- If feasible. Studies must be conducted on dock construction at those depths.
- 2 red dots
- 1 green dot
- Yes, if used as a separation for industrial
- Yes, if not too windy
- #3 [Ferry Pier] should be cruise dock. Move ferry to Broadway, with floating ramp.
- Yes (x3)
- If a ferry has to come in forward of a cruise ship, we will definitely lose dockings (of AMHS) due to high winds- it's too congested for ships (ferries) with older engines and propulsion systems. Will not work.
- State needs to release property first. 2) Are cruise ships for certain returning? It may be prudent to wait until we are sure before we spend millions on this new dock.

Appendix A - In-Person Charrette Compiled Comments

- I worry about the cost of this dock & feasibility. It seems risky in these uncertain times.
- Add an extension where the ferry currently is.
- 2 green dots (1 with "Yes")
- 2 red dots

S4Q4 - Should the Ore Dock be industrial only or mixed-use tourist/industrial?

- Mixed (x7)
- 1 yellow dot
- If demand exists.
- Industrial if capacity is created elsewhere.
- Mixed use is economically and operationally most feasible

S4Q5 - Should the Ferry Dock remain in the same location or move to location B?

- No (x2)
- Location B (x2)
- Build a road to Juneau.
- Move (x2)
- Absolutely do not move the ferry terminal to location B. Location B makes no sense and would be unsafe.
- Ferry should stay.
- Location B may pose costs long term for dredging and river currents may pose problems.
- I am worried about moving ferry dock, due to wind issues. As it is there are ferries that get turned back because wind is too strong. Moving it out further, may cause additional ferries from not being able to dock.
- Moving ferry to location B would cost money and time; too shallow. Plus DO NOT move TEMSCO.
- Keep at current location. Location B is unsafe for ships of that size.
- Try to optimize current ferry location.
- I'm in favor of dual use at existing ferry terminal.
- Simple tidal concerns prohibit moving vessel traffic to mouth of Skagway River area B. Keep TEMSCO where it is.

S4Q6 - Should a Roll On Roll Off (Ro/Ro) cargo facility be constructed at location A or location B?

- What are we Ro/Ro-ing? More definition [needed] of Space "A"
- Ro/Ro- Yes, A or B
- Replace AML dock with Ro/Ro and rebuild ORE dock as multi-purpose (I agree too).
- B- you are going to need more space in the future for upland storage.
- Location A (x5)

Appendix A - In-Person Charrette Compiled Comments

- Location B (x2 and one is "if needed")

S4Q7 - Do you have other thoughts or comments on access, circulation, or docks?

- Move TEMSCO! Waste of valuable space!
- White Pass needs to do the dock remediation as promised- no ORE dock expansion can happen without it.
- TEMSCO was moved from Broadway to Ore in part due to noise complaints. Their current location improved that a lot. Moving them further north will increase noise in town again.
- Tour broker should have exposure on each dock.
- Location B is bad for marines uses! High wind! Constant dredging! Best to not try to use this area for a dock. TEMSCO should not move!!
- Leave TEMSCO where it is!
- Don't move TEMSCO. TEMSCO's location is not safe for ships to dock up.
- TEMSCO is best where it is at currently. Putting any dock, Ro/Ro or cruise dock at B location is not prudent because of wind fetch way down the channel. Any new dock- especially ferry dock, should be placed far EAST in harbor as possible due to wind.
- Leave TEMSCO where it is.
- Do not move TEMSCO
- DO NOT MOVE helicopters
- Don't move TEMSCO! Or AML.
- Do not move TEMSCO
- Don't move TEMSCO

Appendix B: Online Charrette Compiled Responses

What do you value most about Skagway's waterfront?

- Skagway is the gateway to the Yukon. The movement of freight, fuel, minerals and people make it a diversified port. While it's biggest asset is the cruise industry the port needs to maintain its diversity.
- It is our livelihood. The port is what brings our guests and they, in turn, provide us with a way of life.
- Our ability to hold multiple ships and it is walking distance to town.
- Skagway's waterfront has always been its economic engine and lifeline. Our greatest asset is our natural, deep-water port. Very few places allow cruise and other industries to bring in large vessels, with minimal dredging.
- That we try to keep the west basin multi use. If the Ore loader comes down be sure to replace it or the high volume lower margin minerals will not be shipped through any roll on roll off facility
- The Skagway waterfront is the economic engine for the City and provides the greatest benefit to the Community given its limited footprint.
- It's natural beauty and our economy as it relates to the cruise industry.
- How clean and inviting it is.
- I find the location of our waterfront and our downtown district to be very usable for visitors.
- I value clean water, an easy transition from cruise ships into town and onto tours, and diversifying our economy more. AMHS is vital to our town.
- Ability for all persons to enjoy the view. Accessibility to view.
- Clean environment and providing solid economic base.
- Beautiful setting, efficient set up for tour operations and proximity to town. I believe the separation of the majority of retailers/restaurants, etc from the actual berth locations is a huge benefit to the Community.
- It's economic value, both industrial and tourism related.
- The ample space there is for cruise ships. Any additional space is unnecessary since the town is at capacity on four ship days. The value we can bring to guests goes way down by adding more people and their take away from this port will decline.
- The economic benefits it brings to the community. Also the access to our beautiful marine environment for wildlife viewing and recreation.
- Economy, both visitation and freight.
- "Gateway" to Skagway experience.
- Economy, both tourism and industry
- ""Gateway"" to Skagway experience"
- diversity in industry, tourism, transportation, and shipping.
- The waterfront is our economy. With our current waterfront configuration all parties needing to use the waterfront are able to do so.
- the natural splendor of majestic scenery
- Our waterfront allows us to come and go year round (ferry), it brings in money (tourism, ore, etc), it allows us to access important goods (AML, food, shipments, etc), and it allows us to recreate (pots, kayaking, etc). It's all equally important!
- The activity of the port, the various uses crammed in together. It is the lifeblood of Skagway.
- The beauty, incredible views, small boat harbor, access to subsistence shrimping & crabbin

- The views and access to the waterfront, near the airport. For kayaking, paddle boarding, kiteboarding, and other water activities on nice days.
- The surrounding beauty, recreational opportunities at Pullen Pond, restaurants on the water, the Seawalk when it is well maintained, the helicopters taking off and landing at Temsco.
- Transportation to SE Alaska and beyond, a welcoming port to visiting tourists, access to the ocean for recreation.
- 1) Skagway River Estuary & Arctic Tern Nesting Area
- 2) Ferry Access
- 3) Ability to host Tourists
- its capacity
- The importance of Temsco's helicopter base on the peninsula The separation of Helicopter and Fixed Wing traffic is crucial from a safety stand point. The current traffic flows without a control tower works exceptionally well.
- Being user friendly for the the community and visitors. Ability to work with industry and business partners to maintain and improve the infrastructure
- What I value most is that it is the economic engine that drives our success. Whether it is cruise traffic or goods bound for the Yukon or mineral export, our port is THE foundation of the Skagway economy.
- cruise ship traffic
- The efficient simple design. A place for Yachts.
- The endless opportunities for expansion for both tourism and year-round industry.
- Safety and efficiency for guests and workers.
- The scenic view
- Providing vehicle access for SE Alaskans to the National Highway System.
- Being able to launch boats and kayaks to enjoy the waterfront. Having places to also enjoy the ocean, as it doesn't do much good to live in an ocean front town if you can't get near the ocean.
- Why do we still have an Ore Loader...?
- The ability for mixed use.
- Access to an ice-free concentrate port which is critical to our plans.
- Generally good operation
- The ability of the waterfront to be the major income resource for the Municipality.
- Potential for economic growth.
- Cruise ship ability to dock. Alaska Marine Highway for transportation. Barge availability.
- Access for tour buses.
- Timely and efficient tour departures and arrivals from ships at all three docks
- The opportunity it offers to support the community, through mostly cruise ship passengers. This comes primarily from sales tax, property tax and wages spent in town.
- I believe the most value to the waterfront is for its industrial use. We have to come up with a was diversify the economic stability. The recent pandemic has shown us this with the shut down of the tourist industry.

If you could change something about Skagway's waterfront, what would it be?

- #1 Vehicle Access Circulation
- #2 Parks and Greenspaces
- #3 Dock Expansion and/or Reconfiguration
- #4 Wayfinding Directional Signage
- #5 Separation of Tourists and Industry
- #6 Keep Things the Way They Are
- #7 Other

If you could change something about Skagway's waterfront, what would it be?

- Rebuild the Ore terminal to allow for improved ore ship and cruise ship operations. Develop a roll on roll off barge facility. Continue waterfront enhancements such as extending the sea walk; improve the green space between the waterfront and town.
- Find a way to make it more inviting.
- Move all unnecessary businesses to allow an additional dock and parking for buses.
- Move industrial use (AML, Petro, & Ore ships) all to the North end of the Ore Dock. Install a floating dock on the South end of the Ore Dock (to accommodate larger class cruise ships).
- Dredge the berthing areas to a constant 40 ft depth where needed.
- Nothing, the port and waterfront has been organized and managed extremely well given the small area.
- Improved infrastructure and better communication and partnership between the MOS and White Pass.
- More walkways
- The only thing I can think of to change would be possibly the walkways from one dock to another. And more green space
- Make it easier for visitors to return to ships with better wayfinding & better, more direct pathways to ships. Make the industrial parts look beautiful. The RR dock is dangerous, with traffic going through crowds, and under the death rock.
- Safety. The trains and vehicles are dangerous with current patterns of pedestrians. Overhead crosswalks for roads and tracks would be much safer. Gates would help but long term crosswalks would be better.
- Uncertainty around future management and Ore Basin cleanup
- I think the signage, while it has improved, could still be improved upon more. More directional signage and information about how to get into and out of town would be immensely helpful and make the experience less frustrating for guests.
- Put the industrial part separate from cruise commerce
- Industrial area is unattractive to visitors. Simple landscaping, privacy fences, and interpretive displays could make a huge difference.
- Separate industry from tourism. Beautify existing areas with landscaping, privacy fences and interpretive displays
- Expansion of the Small Boat Harbor. Better use of the Ferry Float(Multi use facility). Replacement of the north end of the Ore Dock. Need a Ro-Ro facility. Move the RV park to another location.
- I would like to see more "local use" areas. Be that greenspace, or a boardwalk that extends the length of the waterfront - I'm not sure. But right now, locals don't have a great spot to go to enjoy the waterfront - except the point.
- more trees
- I'm not sure it needs to change all that much.

- Better wayfinding signage and trails/walkways that provide residents and visitors a cohesive public use access plan. Public access to the port is essential, but these improvements must be designed to avoid conflicts with industrial uses.
- More areas to enjoy the view. Like a trail with a destination to hang out & enjoy the view. Increased access to walking along the waterfront - sometimes difficult to tell if certain areas are private for business use or open to the public.
- Clean up the water. have an area for people to use who do not have motorboats.
- More green space, more informational and way find signage, better flow with tours and vehicles. All around better aesthetics. Perhaps murals on petro marine water tanks
- Clean up and streamline tourist access from all docks
- Relocate Temsco to airport
- more public use area
- A float plane facility would be great but improbable due to the prevalent water conditions and large ship traffic.
- A better working relationship with MOS and improve value and relationship with the community
- I would widen it because it's not big enough to accommodate demand. That not being an option I would enhance the industrial side of the port while still accommodating cruise traffic
- more cruise ship access
- A large gazebo in the area in front of White pass by Pullen pond, with a large tree planted for Christmas and other Celebrations.
- More coverings for tourists, more areas for local businesses, a welcoming industrial mixed use area to attract more all year jobs that benefit Skagway.
- Less industrial uses and more tourism / housing uses.
- make it more people friendly not just for visitors but for residents also.
- Responsible development with the understanding that this location is not only for cruise ships.
- How much of it is inaccessible to people when the cruise ships are in.
- Add a Floating Dock to the Ore Dock for Cruise Vessels
- Expand the small boat harbor, A full waterfront beautified walk.
- Address the shortage of space for both cruise ships and concentrate ships during the summer months.
- Prepare the industrial part of the port for additional traffic from the new mines coming in Yukon.
- Continue to make it accessible to all industries.
- I'd like to see the small boat harbor upgraded, as well as the Broadway and Ore dock. I'd love to see a small development somewhere for small store "huts" and food carts along a walkway for locals to open new businesses.
- Nothing
- The railroad dock, everything about it.
- More room on all the docks for tour buses.
- Abate issues with the RR Dock rock slide. New places for tour groups to gather out of the rain would be welcome.
- Better organization and clean-up of the industrial areas on the uplands ie, fencing to block storage yards, keeping weeds & grass cut and keeping gravel areas graded.

- Less space for cruise ships. I believe that Skagway has met its saturation limit with the number of tourists visiting our community.

Do you think the small boat harbor should be expanded?

Yes



A horizontal bar chart with three bars. The top bar is dark orange and labeled 'Yes', extending to approximately 75% of the width. The middle bar is light orange and labeled 'No', extending to approximately 35% of the width. The bottom bar is dark orange and labeled 'Maybe', extending to approximately 95% of the width.

Response	Percentage
Yes	75%
No	35%
Maybe	95%

No

Maybe

**Do you think the north end
of the small boat harbor
should be filled and used for additional parking?**

Yes

No

Maybe

**Do you think the north end
of the small boat harbor
should be filled and used
as a greenspace/pocket park/RV park?**

Yes

No

Maybe

Would you like to see the Pullen Creek RV Park expanded?

Yes

No

Maybe

It is important to separate tourism and industrial uses along the waterfront in the long term.

Strongly Agree

Agree

Neutral

Disagree

Strongly Disagree

It is important to have the flexibility to use certain areas of the waterfront (e.g. Ore Dock) for both industrial and tourism uses in the long term.

Strongly Agree

Agree

Neutral

Disagree

Strongly Disagree

**If the AML site became available,
what would you recommend for that area?**

Restaurant/Retail

Welcome Center

Worker Housing

Park or Greenspace

Other

Other use for AML site:

- Continue to use as freight yard but enhance dock facility to allow for RORO capability
- I recommend communicating closely with AML prior to considering changes.
- Loading and unloading for independent tour companies.
- Dock
- Just a note that I don't think retail/restaurants should be put on the AML site. This will ultimately hurt the downtown Broadway businesses and the investments they have made.
- Not sure why AML needs to be moved as their current location is the most convenient and adjacent to their loading ramp. Retail, restaurants and housing should not be on prime waterfront land.
- Ferry Dock. Docking a ship here is much safer than trying to dock a ship at the mouth of the river. Any aborted attempt to dock at the proposed "ferry relocation" site would send ships right into the shallow mouth of the river, or the rocks at the point.
- More restrooms, internet access
- Not sure
- it works where it is at
- Port Operations Offices and storage possibly with a Welcome Center
- Leave it where it is.
- Mixed use of industrial, welcome area, and possibly housing.
- Its great where it is. Moving AML, there will be times the barge will not dock due to winds, tides river currents, brackish water ect... Is there room for a tug to assist them in, do these future plans make allowances for that?
- New grocery store
- Keep it as AML space

If the AML site became available, what would you recommend for that area?

- Should leave AML where it is but have a walkway thru south portion of the yard next to water
- Roll on roll off dock and ramp for heavy industry
- It depends how you tie it in with everything else.
- No move
- Ferry Dock. This is a much safer spot to dock a ship than the end of the ORE dock.
- The area you want to move AML to is a terrible location. Tourist and locals alike would have to walk through that area to get to the trail system. I don't think AML should be moving.
- Cruise Centric Site and Ground Transportation Area
- It should stay an industrial use area. We have very limited space on the waterfront and there is no room down there for green spaces

Do you have other thoughts or comments on waterfront land uses?

- I like having downtown as the "shopping area". Adding more stores/shopping closer to the waterfront would seem unnecessary.
- Boat storage and RV park are taking up prime retail/food & bev space. They should be moved to make room for businesses.
- Moving the helicopter base closer to the residential zone is a terrible idea. The noise issue for many residents will be unbearable.
- Also, ferry relocation is a terrible idea...TOO WINDY! Small ferries will not be able to dock west side!
- If redoing the Ore dock, try to move it closer to shoreline to widen distance from Broadway Dock
- Shipping containers have to go somewhere & ideally, we'd stop having humans under the death rock on the RR dock. RV parks are important, but not near the waterfront. Are there examples of cities who integrate industrial & tourism well/beautifully?
- A rail dock should be considered.
- The current leaseholders are all solid, well run local companies and they should be allowed to stay and make plans to continue their growth and contributions to the Community in the long-term.
- I noticed that the maps do not show any rail access. It is important to have rail access to each dock to avoid additional bus and pedestrian congestion.
- I have concerns about the relocation of the ferry to the current Temsco site. Concerns are weather conditions in this location being more severe creating more cancellations of ferry arrivals due to their inability to dock here, particularly in winter.
- I think moving TEMSCO to the airport will be detrimental to the quality of life in town. The helicopters will be forced to fly over town all day long becoming a nuisance that can easily be avoided by keeping them at the Ore Dock.
- Instead of using the Ore dock for tourism and industry, I feel it should be devoted to industry. A focus on industry diversifies the local economy. It also lowers the number of cruise ships in port per day, therefore improving the visitor experience
- It is unclear to me why in every option Temsco is being relocated. Temsco was placed in this area for noise abatement 20 years ago and will cause further community concerns if moved closer to the community.
- Ore dock exclusively for industry - diversify economy
- Do NOT expand ferry dock - more visitors does not mean more \$, we are diluting our brand! 3 ships per day is still plenty.
- Having RV's in the Pullen RV Park makes it too congested on one of the busiest areas in town. Needs to be made into additional parking, welcome center, green space
- Current spot where TEMSCO is should not be used for a dock. The amount of dredging needed (both initially and for yearly upkeep) is prohibitive, the spot is difficult/unsafe for a ship to dock, and it would force TEMSCO into town. Don't move TEMSCO

- FAA regulations don't allow Temsco to operate at the airport-meaning they would move north of town creating constant noise & unsafe conditions flying over homes. That area isn't deep enough for a ferry meaning constant dredging of river sediment \$\$\$\$
- I think everything should stay where it is but should be improved by landscaping, artistic murals, signage
- Instead of filling in the North end small boat harbor, more efficiently use the boat storage area for green space/parking/expanded RV park
- Removal of bulk ore ship loader & bulk ore storage (ore can instead be transported and shipped in enclosed containers)
- Maintain arctic tern protections, and estuary south of the airport parking (west of the ore pen). Move the helicopters to the airport.
- bulk ore storage area should be shrunk, opening up available area for other uses.
- No
- There needs to be a business reason for land uses and understanding of the benefits that would bring
- "As COVID has shown all our eggs are in one basket with cruise tourism. Industrial uses need to be planned for, explored, encouraged, and implemented. The challenge is to do so while keeping cruise traffic"
- TEMSCO should not be moved. It is in the perfect spot for its purposes. Moving it to the proposed location will greatly affect the noise of the surrounding area and is dangerous. It increases the odds of incidents having it on the airport strip.
- "Studies have been done about TEMSCO being where it is SAFETY NOISE
- Rebuild & remediate Ore Dock for Ore Ships, Fuel Barges & Cruise Ships, it can handle two big Ships if rebuilt Removing Ore loader & terminal, could cause loss of the business "
- Not sure what can go there but hope that it doesn't block the view for residents.
- Getting public opinion is nice, but there are whole courses and philosophies of thought on this. Pick one and follow through with it. You are not going to please everyone. So, pick a method and carry it out.
- I think that RV and passenger car travel has the potential to grow exponentially if cruise ship travel continues to decline due to COVID. Anything we can do to develop areas to support roadtrippers is important. Maybe implement a few cabin rentals.

Which themes or elements do you think should be carried throughout all wayfinding in Skagway?

Gateway to the Klondike

Historical Gold Rush

Cultural/Traditional Heritage

Nature/Outdoors

Of the wayfinding examples provided, which do you prefer?

Dual Purpose Signage Bench

Changeable Flip Board Sign

Avante-Garde, Artistic

Colorful Sidewalk Striping

Directional Striping With Bench

Cultural Heritage

Architectural

Urban/Modern

Do you have any other ideas or comments about themes for wayfinding signage in Skagway?

- Signage in Sitka is exceptionally well done!
- A functional website that uses location to inform choices.
- Highlighting trails surrounding the ports, with clear signage leading up to & on the trails, would be an easy way to spread people out outside - important with COVID. Mileage on the trails, loops vs. in/outs, public bathrooms & sanitizing stations.
- Digital wayfinding app that can be part of a Skagway app guests download prior to arriving and help them navigate from their phones or devices.
- Simple and consistent.
- Nope
- We are a gold rush town - our signage should reflect that. Modern art and architectural, etc... don't really fit Skagway's aesthetic. We need Welcome signs on each dock telling guests which dock they're on.
- Skagway needs to staff someone at each dock to answer basic questions. We need painted shaped walkways.
- Would love to see use of Tlingit language & place names on the signs
- While I dislike painting stripes, keeping a color-coded theme for the docks throughout the signage is a good idea.
- Perhaps wayfinding could be aided by artistic elements (i.e. salmon or other relevant natural shapes) pressed into the trail.
- Ketchikan and Juneau have great examples
- look at Ketchikan and Hoonah for ideas
- I like anything that does not seem to direct with lines. Makes it actually feel like Disneyland or Ikea... People should still feel the adventure of Alaska. I do like the idea of something you would want to take a photo with.
- I like the wayfinding ideas put forth in the NPS Skagway Transportation Report.
- Just hope that the design is consistent throughout the town and not just waterfront... Trail signs would be one, also the welcome sign when you enter Skagway from the north (highway) all should be different but consistent and tie together somehow.
- Move to electronic so Name of Boat and Logo are on their to match their name tag.
- no
- Have someone keep looking into more styles and designs. Many small towns similar to Skagway have had renovating face lifts lately, I would look to them for ideas.
- Keep it simple and easy to decipher. The current signage is good so just continue with that.

Which materials do you prefer for the future Seawalk?

Whitewashed Wood

Geometric Pavers

Brick

Illuminated Pavers

Natural Wood

Green Pervious Pavers

Which styles would you like to see included in the future Seawalk design?

Modern

Artistic

Classic

Rustic

Whimsical

Natural

Do you have any other thoughts or comments about Seawalk design?

- Incorporate some covered areas to hang out of the rain
- It would be great if all waterfront walks/ trails had a unified design for an overall cohesive look.
- obviously, there will need to be modern elements in any seawall design but keeping things less 'modern' looking I think is important to at least keep a hint of the historic town feel. see period photos of the old wharfs.....
- We don't want to reinvent the wheel here. We should try and keep things similar to what the City has already paid for and keep in mind longevity, wear and tear, maintenance, etc..
- Make it fun, inviting and relaxing
- It needs to be old people friendly.
- Be able to accept expected number of visitors
- Clean up what we have and keep it maintained.

Public prioritization of greenspace elements for Skagway's waterfront and the Pullen Pond / Shoreline Park area

#1 Benches

#2 Native Plants

#3 Trails

#4 Green Stormwater Controls

#5 Interpretive Panels

#6 Community Garden

#7 Physical Fitness Stations

#6 Signage

#7 Public Art

What do you like about the Shoreline Park concept?

- I like it
- Its a nice place for people to spend some downtime in.
- I like green space connecting the eastern seawalk to Broadway.
- uses some of the current unused spaces
- Seems like an attractive place to relax on nice days. If connected to other attractions around town could make for nice enhancement to hikes/walks.
- Looks like overkill. The best bet for this whole plan would be to not have train tracks through this area.
- W/COVID-19 & the collective anxiety about being indoors with others, this would be a great area for people to enjoy nature and relax outdoors. An opportunity to highlight who/what SKG is.
- Utilizing a space that is currently unused.
- the festival market plaza. Makes the space much more inviting and could perhaps alleviate congestion on Broadway
- The addition of all the green space!
- Festival market
- it looks fantastic, I like it all!
- Covered Stage, market plaza
- the overall design is engaging
- It presents a nicer, more polished "welcome" to our town. If designed correctly, it could open up all sorts of possibilities for the town - an outdoor cinema, live music space, kite flying... it would be nice for locals to have this green space too.
- All of the open space.
- Festival market plaza
- Open space, grass, places to hang out
- 1) It seems to be an efficient use of space that addresses multiple uses.
- 2) The addition and placement of natural play area.
- Welcome Garden, and general layout all good.
- the fact that it is a park rather than an abandoned field
- Lots of green areas
- Again would not let me put these in order: benches, panels, plants, trails, art
- I love the concept but don't try to put too many elements in. You have limited space that we want to feel open and inviting. If you crowd all that stuff into it, it will be too busy and ruin the desired outcome
- Shaded seating.
- I like the welcome Garden but not sure if it's in the entrance...
- Built for the locals in mind but inviting for the bored tourist looking to stretch their legs.
- It looks like a good start.
- Inviting

- I would like to know more about the “festival plaza marketplace”, if it’s an opportunity for more small businesses then I am very excited about that. I’m glad to see open spaces finally being utilized and beautified.
- Nothing. Leave it alone, it is lovely and at the same time keeps a small bit of a rustic feeling. That is the Alaska that our visitors come to see. Just continue to keep it clean.

What would you change about the Shoreline Park concept?

- My concerns are having spaces close to moving trains- encouraging people to enjoy those spaces also means more safety concerns.
- Add games. The ships crew like to use that area for sports. Maybe a large chess board or horseshoes.
- Nothing
- Once again, train tracks run along the north edge but are not shown. From a trainman perspective our line of sight needs to be considered so we can see what is ahead. How to separate people and trains is super important.
- If we want people to spend time here, there will have to be more restrooms here and opportunity to sanitize hands. If we do want to be "Garden City," with would be great to highlight that, but I don't know if that's the direction we're going in.
- Safety - there is no indication of any rail tracks on the drawings submitted and want to encourage looking into measures to keep people from being near RR tracks with active trains.
- Maybe the addition of a jungle gym or space separated out for specific types of activities.
- Add another covered BBQ/ pavilion
- Is the centennial park bronze being removed? if so, I don't like that idea.
- refer natural trails to concrete."
- That grass patch north of the covered stage has to have sidewalk connecting on the north side of it. People travel in a straight line and will trample over that area to get to the adjoining sidewalk.
- more restrooms, not sure how the festival/market area will hold up to our windiest days
- No festival market plaza. We need to be encouraging visitors to go into town as much as we can. Our historic gold rush aesthetic is one of the draws to Skagway, and should be the focal point of shopping in Skagway.
- Expanding the bathroom to accommodate more people. We also need more garbage and recycling cans throughout this design.
- make sure swimming in the pond is possible
- Maybe a few gazebos to enjoy out of the rain
- 1) Addition of more deciduous trees
- 2) I don't see it being an appropriate place for physical fitness stations (these would be more suited for trails outside of town), dog park, or community garden (some of which are suggested in the list above).
- Upgrade the restroom. Enlarge the covered stage and make it usable during the winter (Dedman Stage is unusable during winter). Upgrade Streamwalk to match all other areas in waterfront.
- more trees
- Nothing
- Just make sure you have adequate drop-off and pick up points for buses and vehicles. It doesn't appear that you have any parking included in this design. We probably need to vehicle drop off along Broadway
- Festival Market Plaza needs to be well thought out before creation. Who manages? Who is eligible? Doe the city or individual own the ""huts"".

- I am not sure that an outdoor market will work in SE alaska. Too much rain and wind and cold days to make the cost worth while especially for visitors who are not used to the weather.
- Add the Native water feature.
- Add wind breaks and Rain shelters over benches and tables.
- Additional public restrooms on SW side.
- Scrap the whole thing and maybe hire one more seasonal grounds keeper to keep it clean.

Other greenspace priorities not listed:

- Build fencing near the railroad tracks for safety and put signs in that area for people to be aware of moving trains. Especially ones backing into the depot.
- Playground equipment/area for kids.
- You are not considering train tracks and safety/
- A covered stage for performances/concerts
- restrooms. There needs to be more public restrooms/handicap restrooms/changing stations for the million plus visitors annually
- Could a play area for kids be installed here somewhere?
- Water feature (fountain) for noise buffering & visual interest, covered gathering area, year-round accessible paths, year-round landscaping interest/ color
- any kind of landscaping that is not a gravel and weed field
- None
- green spaces can be developed next to the airport
- I would like to have installed a native art water feature that can be turned on for the kids to play in on hot summer days. (Tribal Council designed)
- The green space available now is plenty adequate. Also, ng cheap festival market stalls in is, in essence, having government subsidize business. What about all of the existing businesses that are trying to

Are there any other locations where an improved path is needed?

- Path from Broadway dock along waterfront towards Ore dock and across North end of Ore building to connect up with airport and Yakutania trails
- Current pedestrian path off of the Ore Dock is North going under the Ore loader and back onto the Ore dock coming off dock next to AML. Not around to the airport on the road. Keep it that way.
- Continue Streamwalk project all the way to City Hall.
- People are always too far south on Broadway thinking they can get to the Railroad dock.
- Need path from North end of Broadway Dock and/or the Ore dock to town.
- Trail to Dewey Lake could be widened.
- Not that I can think of.
- Looks good to me
- The new plan does not seem to have a walking path from the Ore dock Signage Node into town.
- There needs to be better signage on Broadway telling passengers to head East to access the Railroad Dock. At Pullen Stream, and at the cut across road. A better pathway on that road.
- The area along the street between Temsco and the airport would benefit from a sidewalk. Signage to direct people to the steam walk instead of directing them along second would be nice. We need to keep people from walking to the end of the ferry dock!
- Road between Skagway and Airport can use a sidewalk. Sidewalk along the "cutoff" road between BRD dock and RR dock.
- Temsco CANNOT move to the airport due to FAA regulations. Making vessels come and go at mouth of river is dangerous-high winds will push vessels into Yak point & shallow water will need constant dredging. Focus on researching before planning trails.
- Existing route to Ore dock has no sidewalk, path, or even shoulder. There is no existing route as shown on this map, that is a road. People do walk in the road but there is a lot of traffic including large buses on that road as well.
- The "existing" path around the airport and Petro Marine to the Ore dock and Temsco is not an existing path. The sidewalk ends at the airport and an improved path is needed here.
- The orange "existing route" that leads from shoreline park to the ore peninsula/ Yak. point is currently undeveloped. The "removed" route south of the RV park may need to remain/ be improved as it provides a shortcut/ access to the other paths.
- The crossover access road (south of Shoreline Park) should be widened toward the boat storage, so that buses can pull over and wait to approach the railroad dock area—this will help alleviate congestion at the dock area.
- north of town, issue is land ownership
- You have it pretty well covered. I wouldn't add anymore, just be careful on the industrial side. You may need warning signs, beware of traffic, heavy equipment, dive bombing arctic terns, etc.
- TEMSCO shouldn't be moved. It will be detrimental to the quality of life of those that reside on the South end of town, not to mention the safety concerns of being on the airport. If cruises continue to dock on the Ore dock, signage improvements.
- An improved path to the Goldrush Cemetery is needed.
- Ore Dock area and near AML

- Make a desirable path through the boat storage area, as people want to be near the water and go out on the break water.
- I would like to see a beautified walking path that follows all of the water line.
- no
- A well landscaped sidewalk along state street, past AML and the ore terminal, also along the airport fence side. It would be nice to have a sidewalk down to Temsco as well, many people like to walk dogs down there.
- NO
- Broadway dock to Historic District; Complete SeaTrail.
- The paths we have are great and used by all. Do you folks ever travel??

Do you have any additional comments or ideas about trails and pedestrian paths along the waterfront?

- See above
- Temsco should stay where it is for safety and noise reasons
- Paths that are color & shape coordinated to the docks to lead visitor back to their pier.
- I like the color/shape pathways leading visitors back to their piers.
- No
- A footbridge connecting railroad dock to ferry terminal lot then path direct north to Broadway. Then overpass walkway over tracks.
- Green spaces and parks are great, but goal should still be to maximize time guests spend in town enjoying Skagway and the offerings it has.
- Is there a way to improve upon the existing path from the ore dock into town, via the bridge, that makes it more desirable?
- I don't think having a pathway through the Boat Storage area is a good idea. I think having a pathway cutting across an area where someone is trying to back their boat down the ramp is an accident waiting to happen.
- Painted pathways on the ground to direct guests back to their ship would be better than signage. People ignore signage - as an example, people walk by the sign telling them to turn left to the RR dock and instead walk to the end of the ferry dock.
- A boardwalk along the waterfront would be really nice. We need to do something to keep people from walking to the end of the ferry dock to access ships on the RR dock. Maybe improving the sidewalk along the "cutoff" road might help?
- Paint colored shapes corresponding with each dock on the ground all starting at Centennial Park. That's an easy fix for NOW until we can figure out more definite future plans.
- I like the ideas of the seawalks. More access for people to the water
- Please year round access a consideration.
- The orange route heading toward the west needs much improvement.
- They should be bilingual, and very easy for everyone to interpret. Not only that, but guide people who need assistance getting to their ships on how to get such help.
- There are too many areas in the waterfront area that lacks sidewalks or sidewalks wide enough to accommodate people.
- If there is an alternative to concrete that could take the volume of traffic, I would pursue some of those options.
- See above.
- No
- Easy routes (walking and vehicle) between dock facilities and Historic District. It is important to try and separate the two modes of travel
- The existing paths are great....just keep them maintained!!

Do you think the concept would improve vehicle access and circulation at the Ferry Pier?

Yes

No

Not Sure

Do you think this [ferry] concept would improve vehicle access and circulation at the ferry pier?

- It's hard to understand what the picture is trying to convey.
- Pedestrians would have to cross the street to get to the buses when with the current bus zones they don't.
- All SMART bus drivers, tour bus and independent tour operators should be interviewed. I recommend testing the concept with actual vehicles and temporary striping before deciding.
- Unsure if this intent is to simply stage buses temporarily, before relocating to pickup zone? Or if passengers will be directed to this area to board bus?
- Buses aren't really a factor at the ferry terminal. Improved area for offloading would be good. The turning radius could be improved. The lunge cart is in an awkward place and prohibits flow.
- The layout should allow Buses to head out when loaded rather than backing out...much safer.
- If visitors are expected to walk from BRD dock to their bus near the ferry signage would have to be super clear, and need good sidewalks. It would help prevent the bottleneck that happens at BRD, but not sure this is the best design.
- It is unclear to me if you are using this for a ship docked at Broadway or for the idea of two ships located on current Ferry location.
- I don't see a clear pedestrian pathway, so I'm not sure where the intersection of vehicular traffic and pedestrian traffic will happen, therefore I'm not sure whether this will be effective or not.
- I just answered yes because it looks good. I am not the expert...
- Hard to say if it will improve as this location isn't current used for cruise passenger bus staging. Also, if a ferry dock expansion was built this amount of bus staging would not be adequate for a large ship let alone two.
- I've never had an issue with circulation or access at the ferry dock. I am also unaware of a need for bus parking at the ferry dock; is this to ease parking at the Broadway dock? If so, I would support the concept; if not, it's not necessary.
- I think there can be a better use of the whole space to accommodate both users of the ferry float.
- without seeing the ferry dock in relation to the bus staging area I cannot determine whether it would or wouldn't. The only question I have is why are the tour buses using Ferry parking for staging?
- Why are we improving access to the ferry dock? This question needs more explanation. Is this assuming that we would have a cruise ship docked here? Is this staging for overflow on the RR dock? Anything that can be done to prevent BACKING is best.
- I do think this would be better than the current situation but having buses back into the traffic flow could introduce potential unsafe conditions. Have you reached out to the bus companies (HAP, AK Coach Tours, etc)?
- Could not see and read it well enough
- "not sure how this accounts for staged vehicles waiting to get on the ferry.....
- also, it kicks pedestrians out of their way who want to get to the ferry rather than stroll on the seawalk.....
- and why is there tour bus parking at that location? "

- we have to decide what the long term objective is for this area could be reversed
- I think it probably would. It's definitely worth a try
- A much-improved parking and passenger loading plan would need to be implemented in the event of the ferry dock becoming a cruise terminal.
- If the walkways do not cross, you don't have problems.
- It incorporates a seawalk for foot traffic to and from the ferry terminal.
- passengers need to be kept from having to cross the road in front of exiting tour vehicles and the tour vehicles need to know the entry and exit points of parking on the Broadway dock.
- Assuming cruise ships are docking there, it would be a very long walk for passengers to get to tour buses.
- Prefer Ferry moved to Temsco site
- Is there something wrong with the current vehicle circulation at the Ferry Dock?

**Do you think the concept would improve
vehicle access and circulation at the
Broadway Dock tour staging area?**

Yes

No

Maybe

Do you think this concept would improve vehicle access and circulation at the Broadway Dock tour staging area?

- Method of ingress and egress are backwards from current situation
- I think working with White Pass and Tour Bus operators directly will help determine if this will work well.
- Departing out the north end of the lot is a new concept I have not yet seen. It may have merit!
- While it seems like it might, I have never worked in that area during busy times so am unsure.
- Vehicles will get stuck by trains exiting north. Then they won't even get out of their parking spot. Currently they can exit onto Broadway, even if they get stuck by train, they moved out of the lot. Or have option to go around to Congress Way.
- As long as there is a clear way to walk around the whole parking lot, including a sidewalk in front of the vans - you do not want people walking behind vehicles, ever. It would alleviate the bottleneck that happens. Shelter & restrooms needed!
- Is the intent for bus loading to occur through the shelter and train loading to occur on the east side of tracks? Will pedestrian walkways be to the east side of tracks as it currently is?
- It looks like the vehicle traffic and pedestrian traffic will be clearly and easily separated in the images here. I think that will work safely, effectively and efficiently.
- See previous answer
- Currently the Broadway dock can only accommodate smaller ships that call Skagway and might not be the best use of funds to allocate towards the uplands for a smaller ship.
- From my recollections of bus terminals, this seems on par with those designs and should assist with congestion/traffic concerns. As long as independent tour operators can be seen and not obstructed by larger companies, then I'm for it.
- HAP would probably be the best people to ask. The big busses will have the most difficulty adapting to any new plan. The spots furthest south would not be accessible to them - they cannot turn that sharp in order to utilize that parking
- Again, having buses back into traffic flow AND towards the water is a dangerous plan. PLEASE do your research and reach out to affected companies first.
- Could not see or read it well enough
- Parking spots should be angled to back into, so driver can pull out with full bus and not have to back up into traffic with full bus.
- I am unfamiliar with the traffic issues at Broadway dock. I like the idea of creating a traffic circulation plan instead of what is there now, which I guess is nothing.
- you should meet with the folks that operate there and the two major bus operators if you would like contacts for them we can provide them for you
- I think this would absolutely improve traffic at the Broadway Dock
- It looks like Disneyland....
- Not familiar with the congestion problems.
- If you are still having people walk out into the street to get to vehicles, you are going to have problems. Curbside loading and unloading only!

- Train arrivals and departures that cross Broadway St. cause traffic delays. (the need to split the train). Lengthen the spur onto the Broadway dock to accommodate the full train consist increases the safety and time to load and unload passengers.
- It needs to be VERY CLEAR to passengers where to go so they don't walk in traffic.
- Traffic circulation options utilizing AML's yard is not explained or drawn out very well. Where do buses park? Using the existing parking lot diagram is better.
- Until there is someone in charge of all vehicular & pedestrian traffic, no amount of paving or striping will help. Buses need a place to wait until they are called into an empty spot to load/unload & a pedestrian crossing guard part time

What do you like about the Broadway Dock tour staging area concept?

- It appears that it would give room for vehicles to move- the previous setup was very chaotic and there wasn't a clear direction of traffic.
- Weather shelter and restrooms have been needed for quite some time.
- The covered area is great for the poor weather days and the parking lot is laid out so that everyone knows where to park.
- Shelter
- I like the clear separation of motor coaches from all other vehicles (East-West).
- A shelter for people has been needed for ever. In design please accommodate for south wind.
- The passenger shelter.
- I like the extensive shelter and restrooms, and the vehicles not getting stuck behind one another.
- Covered areas are great and needed. Angle parking maximizes space for coaches.
- On paper the design concept appears to work. I would suggest testing the concept with the motor coach companies and smaller tour operator to make sure there is adequate space .
- It looks like vehicles will enter from the south now instead of the north and then exit from the north. This looks like there will be a good flow of traffic, theoretically. The addition of a more expansive passenger shelter is key. Bathrooms!!
- It isn't the current parking layout which is basically, "just park wherever."
- Covered areas and organized stripped bus and van parking.
- I like the covered area, restrooms, and separating the train and bus traffic.
- I like open air aesthetic.
- The passenger shelter area is great. We need a spot like this for dock reps shorex to stand to get them out of the elements.
- The visitor center and bathrooms.
- Has a bathroom and information station!
- Bathrooms!
- I prefer option #2 to keep buses off of Broadway.
- Option 2.
- I like option 1 of the circulation plan because it doesn't take over current the AML site. limited waterfront means we need to maximize all the land there, and option 2 simply wastes space by spreading traffic out more.
- see above
- Passenger shelter is a biggie. We need it because of our often-inclement weather

- The people in the pictures look nice and friendly, but that could be because of the officer at the information desk.
- It looks well laid out.
- Passenger shelter design. Could include a small coffee shop in there as well, possibly feature local artwork within the shelter.
- Very nicely drawn out.
- Not needed.

What would you change about the Broadway Dock tour staging area concept?

- Need an area for Security trailer
- Nothing at this time
- I work as a trainman for WPYR. I would figure out how to eliminate all train traffic to Broadway and Ore docks. The mix of trains, vehicles and people is dangerous.
- Layout needs to be designed so buses head out when loaded rather than backing out.
- Perhaps add another shelter in front of the vans? Ensure there is a clear way for people to walk all the way around - never having to walk behind any vehicle, if pull-throughs are not possible. Visitors love the BRD dock because it is so close to town, but it is the worst for congestion of vehicles and guests have to cross where the busses cross, and that's stressful for everyone (near the dock to the sidewalk). Restrooms and opportunity to sanitize are needed.
- I would add a safety element near the RR tracks
- I just hope there will be enough space for all the tour vehicles! The image here doesn't leave much space for additional vehicles and we all know how busy it gets!
- I would add a few vending machines.
- I don't like having the buses crossing over where people are getting off the dock. Anything we can do to keep the vehicle traffic on the west side as possible. Having the buses exiting the Broadway dock area thru a new road that accesses State street.
- We need more restrooms and some enclosed shelter options for when the rains and winds blow through.
- The larger busses may have an easier time parking on the West side of the parking lot as they would not need to make the sharp turn into the first couple of spots to the South. If we're going to build a staging area, we should make it longer. That thing is going to be packed on rainy days! All of these concepts need to incorporate a shorex booth. Let's give them heat and electricity instead of what they have now! I'm not sure if that's what the "information" shack is for, as there isn't any explanation. Is that enough parking for the bus tours? Once again, maybe ask HAP/ACT to see what their needs are for this dock. Busses should not be backing towards the seawall. Entry should be north to south to make parking/backing easier.
- I really don't like having buses backing into traffic. That's a major hazard. I do like the overhang that allows people to stand out of the rain and bathrooms are highly needed at that dock.
- The angle of van/bus parking should be opposite to traffic flow. Bus should back up when empty of passengers and pull forward when ready to depart
- see above
- Need benches and plenty of trash bins and recycling. A coffee shop like White Pass has on the RR Dock.
- I would love to see some sort of a barrier to keep people from walking into the parking lot. I see the vehicle backing as a potential safety hazard if pedestrians are using it as a walkway.

- curbside loading for all vehicles.
- Extend the tracks onto the dock.
- Streamline, better use of the property. Simple unloading and loading of visitors more safely.
- I'd like to hear what AML thinks about both options before forming an opinion.
- just add pavement and striping in existing area

Should a Roll On Roll Off (Ro/Ro) cargo facility be constructed at location A or location B?

Location A

Location B

Should a floating dock extension with additional cruise ship berths be added to the Ferry Dock?

Yes

No

Maybe

Should the Ore Dock be industrial only or mixed-use tourist/industrial?

Industrial Only

Mixed Use

Should the Ferry Dock remain in the same location or move to location B?

Remain

Move to Location B

Do you have any other thoughts or comments on docks?

- Until the Ore peninsula issues are sorted out, a combination of ferry, cruise ship (large and small) should be explored at existing ferry terminal site
- We need to think about the big picture and how we can move things around so that we can fit the larger ships in port. If that means moving the ferry dock and AML then they get moved.
- The farther West you go weather and river currents effect dockings in a negative way.
- I think it would be beneficial to work with White Pass to improve existing infrastructure as the proposed dual use ferry/cruise ship dock extension is estimated to be very costly.
- Location B is extremely windy and will be inhospitable for AK ferries, as well as other ships. It is already difficult for the ferries to dock where they are now, in high winds.
- Doesn't it depend on the ship captains and where it is safe? The further west the higher winds. The loader should disappear. Anything of that nature should be done north of town then rolled on.
- Could the ferry dock also incorporate the HSFF? There's mass confusion w/the HSFF at the SBH. Would the path btwn RR & BRD extension create any problems for boats entering/exiting the SBH? ORE is the windiest - would that be a good place for AMHS?
- Moving the ferry dock to location B puts it in the windiest place in Skagway and they already have challenges in their current location. I do not support moving Temsco closer to town as it is the safest place for this operation.
- There is no immediate need to start a large build out/reconfiguration of Ferry Dock. A floating component at Ore Dock and additional breasting dolphins at Broadway expand community's ability to handle largest vessels in market in short to midterm.
- Moving the ferry to the windiest place in Skagway may pose docking challenges. Moving the Temsco location I am not in support of as it is in the safest place for that operation regarding noise & fixed wing traffic.
- The ferry will have an incredibly hard time consistently docking at location B. Both for issues with high winds as well as low tide. Doesn't seem practical in the least to try to dock a ferry there.
- I like fishing from docks.
- Given the current state of the cruise industry and other business sectors it is unclear why a large scale expansion such as this is needed rather than working with the current infrastructure to make it usable for the business we do have in Skagway.
- Don't move the ferry. Independent visitors should not be pushed away into the industrial zone.
- Location B is a terrible spot for the ferry dock. The mouth of the river is constantly filling with silt requiring constant dredging. The ferry would have to abort much more often, as this spot is more susceptible to wind. Do not move Temsco.
- Location B is a terrible spot for a ferry dock. Moving Temsco is a terrible idea. Temsco cannot relocate to the airport, so the new location would be on the north end of town. Flight paths would be over town - as a citizen, I do not want this!
- Location B is DRY LAND during low tide. Constant dredging would be needed. The current at the mouth of the river is more severe making it harder to navigate during inclement weather. The rocks at Yak Point make the area more dangerous. NO NO NO!!

- Skagway port is too small to have a specific dock to industry. More cruise ships use the ore dock than ore ships
- not sure about a move of the ferry dock. if a ferry dock can be incorporated into an expanded floating dock in or close to its current location, there isn't really a need to move it, which would add a whole new facility to maintain.
- you need to provide other ideas this seems to try to make you answer in a way that drives you to a conclusion there are other options
- ore dock should become industrial only if possible (may not be) Ferry should be moved to North end of Broadway Dock as AML can move to Ro-Ro at south Ore dock
- NO Dock should be at location B. It is an unsuitable dock location, has safety issues and will reduce the reliability of access to our lifelines, Ferry or AML.
- Don't know the requirements for a ferry or cruise ship dock, but it seems like there should be room to dock a ferry on the other side of a cruise ship dock.
- It's located in the most financial feasible position.
- B is a terrible spot for a dock due to regular winds and currents at that location. Again...confer with captains and ships' pilots.
- I do not like the idea of moving the ferry dock and freight operations to the Ore peninsula until a lot of study has been done looking at wind, sediment build up, and current modeling
- Would this limit or hinder ships from docking at other docks? If so, I would say no.
- Its important that we grow with the demand and not fall behind. After the year we have had we need to make some commitments and follow through with these plans.
- Too many tourists as it is. cost too much
- Concept is extremely expensive, and unproven. Current infrastructure should be improved upon, considering these economic times.
- Not enough info
- Is the Ro/Ro like what the AMHS uses? Unfamiliar with this term. I like that the floating dock would place people closer to town and get people away from the Death Rock.
- I have concerns about ferries docking in the winter at location B.
- Uncertain depending on what it would entail-would there be conflict with the RR dock ships? Isn't it extremely deep south of the ferry dock?
- This needs to be more fully vetted. A number of issues arise from consideration of this including, cost to construct there, too close to Railroad Dock, where would ferry go, property acquisition, etc. Is more of long-term consideration.
- Is this feasible and at what cost? Wondering about the depth off the ferry dock and also potential conflict with RR dock ships.
- The Ore Dock is still a great place for both industrial and tourist use. We can keep this and there is no need for additional cruise ship docks.
- We need another dock to separate industrial traffic from cruise traffic.
- With the way the COVID pandemic has effected the economy of Skagway and the cruise industry now is not the right time to plan and develop a very expensive large scale cruise expansion. Focus should be working with existing stakeholders.
- Skagway is already beyond visitor saturation. No need for another dock.

- Having a RO-RO in site A restricts who ever is using site 2. Or if some one is in site 2, a user can't get in to site A
- my concern is that dock extensions will hinder ferry operations/staging areas
- Can we even sink dolphins in a spot this deep?
- Can dolphins be sunk in water this deep?
- Do you know if you can build a dock that deep? The further you build away from town the windier it gets. meaning bigger waves and harder for ships to dock.
- Pair the RO/RO with the ferry at location B (e.g. move the ferry to the ore peninsula (while moving Temsco to the airport).
- whether this is an expansion of Broadway dock or new at ferry dock location, a combination cruise/ferry floating dock makes sense. Extending the Broadway dock and adding a second berth on the ferry dock side (east) seems like a better concept.
- we need to deal with our current problems and the virus; fix up Ore and Broadway to allow larger ships the ferry dock idea is now years out. The ferry dock or any dock will not work at the Temsco site due to wind and depth
- It will allow for all the other necessary modifications to the port
- Allow for more ships, and larger cruise boats.
- Skagway cannot currently accommodate the increased visitors and employees needed to serve those visitors.
- B has the roughest water of the whole harbor. The river colliding with the ocean doubles the size of any wave. It is no longer protected from the wind. Option B only works on paper, not reality. Plus, you eliminate the crabbing in Skagway.
- Do not disrupt TEMSCO's operations. It's located in the safest position.
- Broadway makes the most sense for a floating dock because it is the closest dock to town.
- Always confer with captains and ships pilots before assuming these are good ideas in tight spaces,