SKAGWAY PORT MASTER PLAN

JUNE 2021

Acknowledgements

The development of this plan was a collaborative effort between Municipality of Skagway (MOS) staff, the consultant team, stakeholders, and the public. Conducting the fieldwork and public outreach during a pandemic added a layer of complexity that was overcome through the hard work and determination of Municipal staff and the flexibility of the public, who attended virtual meetings, socially-distanced charrettes, and online open houses.

Special thanks go to Emily Deach, Borough Clerk, for her help getting meeting announcements, draft documents, and project updates out to the public. We also extend deep gratitude to Mayor Andrew Cremata for his enthusiasm for the project and assistance with its public outreach components. Finally, many thanks are due to the enthusiastic and highly engaged waterfront businesses, and indusry stakeholders, local residents, year-round and seasonal workers, who provided their thoughtful ideas, critiques, and input to this plan.

Photo Credit: *Heather Rodig (above) and David Marano (cover).*

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Photo Credit: *Frank Flavin*

Project Background

The Municipality of Skagway's (MOS) economy is based on cruise ship tourism. The Port of Skagway annually welcomes a million cruise ship passengers. The Skagway Port Master Plan was created to mitigate the impacts of COVID-19 for both cruise ship passengers and the community.

The master plan includes several elements to that end:

- **the extension of sewer and water mains for restrooms**
- **the siting and design of restroom facilities**
- **new pedestrian pathways and wayfinding elements**
- **improved vehicle access and loading zones**
- **new dock configurations and improvements**
- **rail access and safety improvements**

The master plan provides the necessary groundwork to begin construction of the mitigation measures using Skagway's annual commercial passenger vessel (CPV) payment.

Project Goals

The primary goal of this plan is to address the impacts of COVID-19. This includes implementing best practices for urban design and engineering that allow for social distancing through the development of new facilities and greater separation of uses. Additionally, the plan provides a blueprint for future development based on the vision and priorities of the community. Because this plan was developed during a global pandemic that halted all cruise ships to Skagway, it was an ideal time for the community to assess how they wanted the waterfront to grow and how best to accommodate the return of cruise ships.

Plan Elements

Currently, cruise ships unload passengers at four different docks in the port of Skagway: Railroad Dock, AMHS Dock, Broadway Dock, and Ore Dock. For the thousands of passengers that walk to and from the cruise ships daily, restroom facilities are either limited or nonexistent on the waterfront. There has been extensive discussion of constructing additional restrooms for these passengers closer to each of the dock facilities, however the sewer mains only extend to the Railroad Dock area, thereby preventing restrooms from servicing the other docks.

Pedestrian pathways are another area of concern with respect to COVID-19. With the current waterfront layout, there is no ability to provide social distancing for passengers traveling to and from the cruise ships. This master plan includes pathways to separate passengers coming and going from each dock and further separate passengers as they make their way to and from their desired activities while in Skagway.

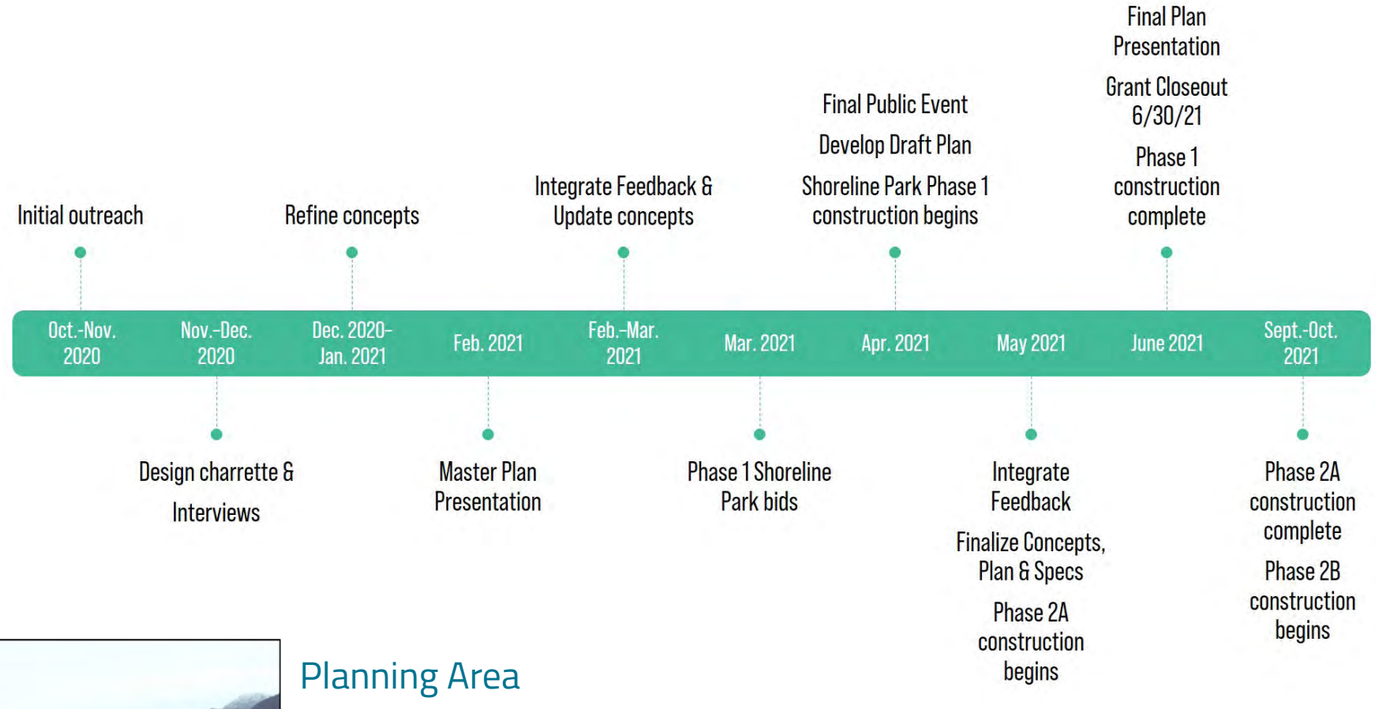
Finally, the ground transportation and access to each dock needs to be redesigned to provide more efficient operations, and allow for social distancing. Skagway's cruise passengers not only use vehicles to arrive and depart from the cruise ships but nearly 50% of them ride the White Pass Yukon Route (WPYR) railway. While some of these passengers board the train once they reach the townsite, many board at or near the dock facilities. With 500,000 passengers riding the White Pass railway in a single summer tourist season, there needs to be significant planning for passengers going to and from the train, including safety improvements.

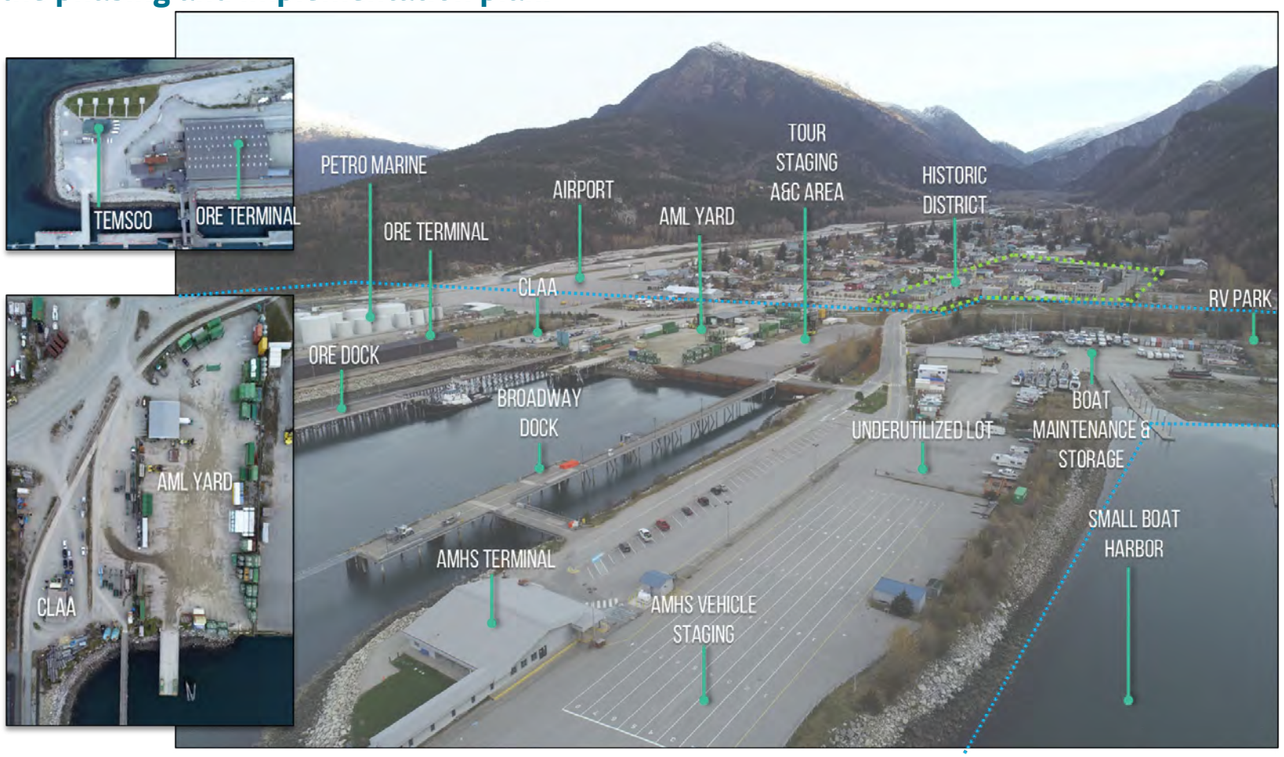
Photo Credit: *Ivan Wong Rodenas (Flickr)*

Project Timeline & Scope

Due to the project's funding requirements, this plan was developed under a tight schedule. The process from project kick-off to final plan was nine months - October 2020 through June 2021. Throughout the plan's development, there was continuous outreach to stakeholders and the public. A design charrette followed by one-on-one interviews early in the process helped identify issues. Initial concepts were presented in February 2021 for public feedback which was incorporated into the plan. The revised plan and concepts were presented in April for final public comment. The final plan was rolled out in June 2021 at an in-person event in Skagway.

Construction on Phase 1 recommendations for Shoreline Park began in early 2021. Phase 2 began shortly thereafter. Future phases will proceed as funding becomes available; see page 22 for the phasing and implementation plan.





Planning Area

The Skagway Port Master Plan covers the Skagway waterfront from Yakutania Point to Congress Way and the Railroad Dock. The planning area extends inland as far as State Street (where it runs east and west across the northern edge of the waterfront district) and the north side of Shoreline Park.

The waterfront is a mix of land uses, including commercial, industrial, and recreational. Ore ships and container ships use the west side of the port and adjacent uplands while the Small Boat Harbor on the east side accommodates smaller vessels. Cruise ships dock at all four primary docks – Railroad, AMHS, Broadway, and Ore.

As the primary gateway to the community for cruise passengers, this area can see up to 20,000 people a day during the height of the summer. Depending on which dock their ship disembarks, the facilities and amenities (e.g. restrooms) can be limited.

The waterfront is also a significant area for inter-modal connections. Cruise passengers will transfer from their ships to buses, vans, the WPYR train, and other ground transportation, or simply walk into the heart of Skagway. Additionally, some passengers will transfer to smaller boats for fishing and sight-seeing charters or board a helicopter for aerial sight-seeing.

The Alaska Marine Highway System (AMHS) also maintains a facility in the port that supports ferry operations between Skagway and Juneau.

Photo Credit: *Nicole Goodman*

PUBLIC INVOLVEMENT

Photo Credit: Miss Shari (Flickr)

Public Involvement Process

An intensive public involvement process was carried out throughout the development of the Skagway Port Master Plan from October 2020 through June 2021. The process involved 1:1 interviews and consultations with over 30 waterfront stakeholder businesses and individuals, a design charrette with both in-person socially-distanced and online versions, two presentations of revised concepts, and a final viewing and comment period on the draft plan document.

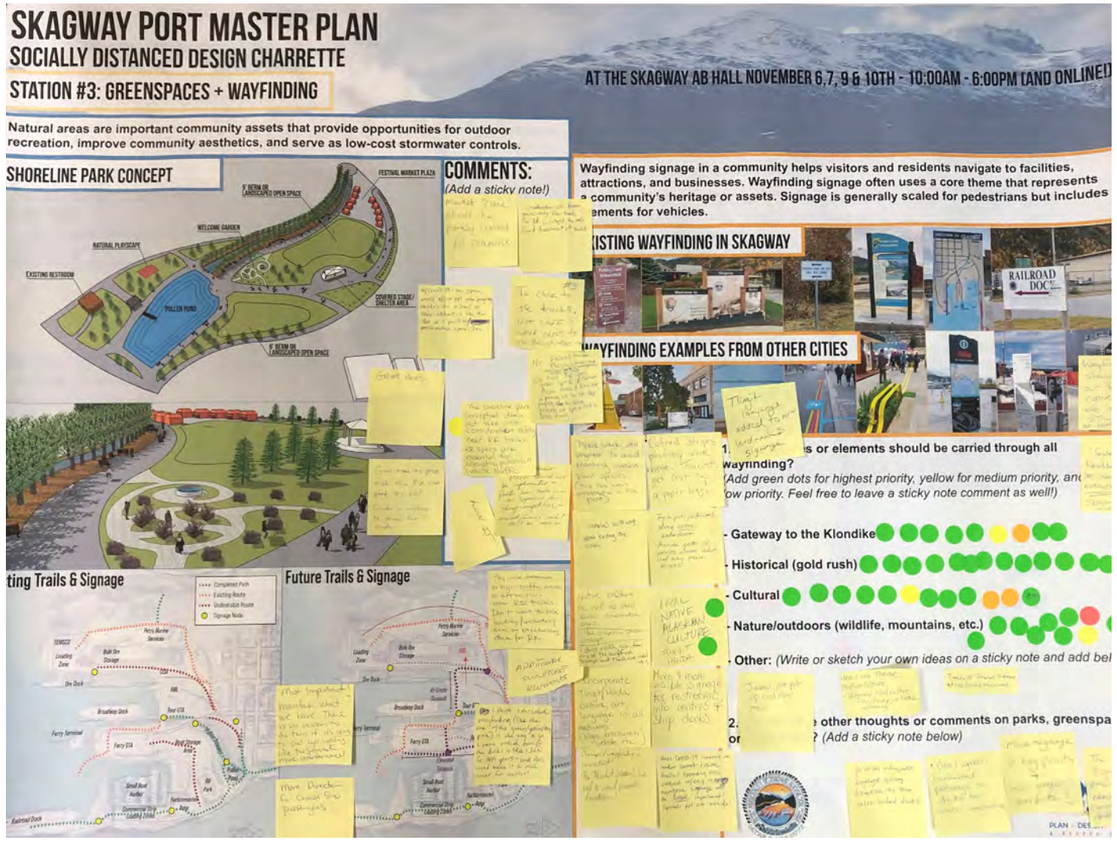
The public involvement process began in October 2020 with initial outreach to waterfront stakeholders, followed by an in-person socially-distanced design charrette in November 2020, a parallel online design charrette in December 2020, and 1:1 interviews with 30 waterfront stakeholder businesses and individuals. Forty-one (41) households participated in the in-person socially-distanced design charrette at the AB Hall from November 6th through 10th. Seventy-five (75) individuals viewed and commented on the online design charrette and survey. The second phase of public involvement began in February 2021 with a presentation of revised concepts held virtually over Microsoft Teams followed by a Town Hall hosted by Mayor Cremata to discuss strategies for the 2021 cruise season in light of the COVID-19 pandemic. More than two hundred (200) people attended the February Port Plan Presentation and Town Hall event. Over 52 pages of comments, questions, and ideas were submitted as community feedback to the PortofSkagway@Skagway.org email address after the February event. About forty (40) people attended the April 28th Port Plan presentation.

Above: *A ship and tugs docking at Skagway's Ore Dock facility. As a part of the Port Master Plan effort, residents, industrial operators and commercial tourism stakeholders were engaged to develop a shared community vision for the waterfront.* ***Photo credit:*** *Alyssa Koziol.*

Above: *Skagway's historic Arctic Brotherhood Hall, which served as the venue for the in-person socially-distanced Port Master Plan Design Charrette in November 2020.* ***Photo credit:*** *Pat Reece.*

For more on the public involvement efforts for the Port Master Plan, please see:

- **Appendix A:** Charrette Station Posters
- **Appendix B:** Public Feedback Interim Report
- **Appendix C:** Port Plan Event Presentations and Chat comments
- **Appendix D:** February Presentation Compiled Community Feedback Packet
- **Appendix E:** Port Plan Frequently Asked Questions List



Above: *One of the posters from the November in-person socially-distanced Design Charrette for the Port Master Plan process.*

Stakeholder Interview List

- Alaska Industrial Development and Export Authority (AIDEA)
- Alaska Coach Tours
- Alaska Mountain Guides
- Alaska Power & Telephone
- Alaska Seaplanes
- Cruise Line Agencies of Alaska (CLAA)
- Coeur Alaska - Silvertip Mine
- Alaska Department of Environmental Conservation
- Holland America Princess
- National Park Service
- M&M Tours
- Mineral Services
- Minto Mine (Pembridge)
- North Pacific Maritime
- Petro Marine
- Rainbow Glacier Adventures
- Skagway Development Corporation
- Skagway Elks #431
- Skagway Streetcar
- Skagway Traditional Council
- Skagway Harbormaster
- Skagway Public Works
- Skagway Visitor Department
- Skagway Municipal and Regional Transit (SMART)
- Sockeye Cycle
- Southeast Alaska Sea Pilots Association (SEAPA)
- TEMSCO Helicopters
- United States Customs
- White Pass Yukon Route Railroad
- Yukon Producers Group
- Yukon Territory Dept. of Economic Development

PORT CONCEPT DESIGNS

Photo Credit: Frank Flavin

Future Land Use

The vision for future land use in the Port of Skagway was developed through close coordination with the MOS Steering Committee through weekly meetings, with waterfront stakeholders through 1:1 interviews, and with residents and those who work and play in Skagway through public engagement events. The original guiding principle behind the Future Land Use vision for the port was a greater separation between port industrial uses in the west basin and tourist uses east of the Ore Dock. Through public involvement, it became evident that the community desires both a greater separation of uses to improve visitor experience in the Port, while still maintaining some flexibility of use at the Ore Dock to accomodate larger cruise ships while providing the opportunity for future industrial growth.

Above: *Looking northeast toward the Historic District from the Broadway Dock area.*
Photo Credit: *Jay Galvin (Flickr)*

New Uses

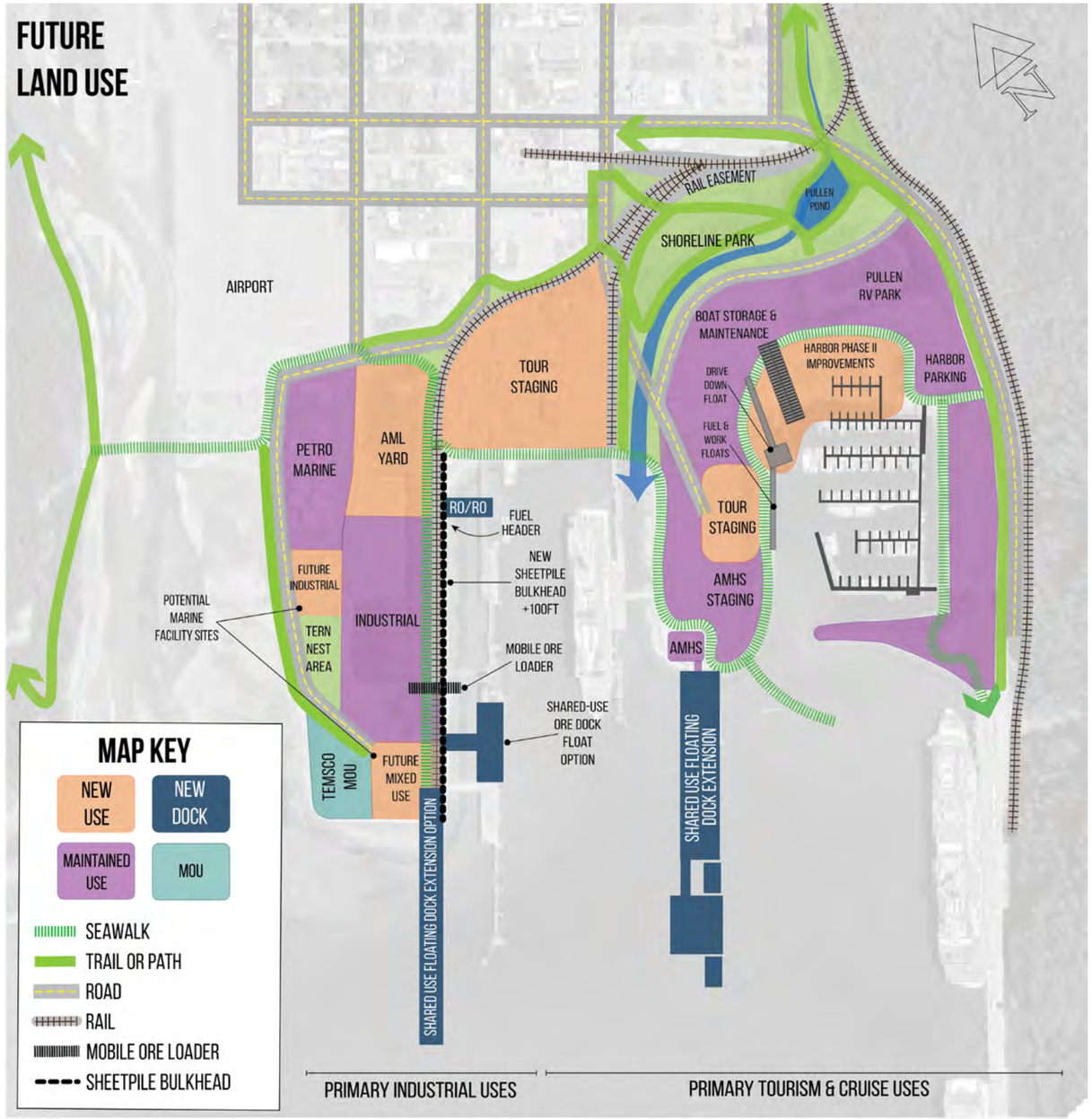
The Alaska Marine Lines (AML) yard is proposed to be moved from its current location to the parcel north of the Ore Terminal and east of the Petro Marine facility. The move will allow for development of the new Broadway tour staging area on the former AML site and existing staging area. A new future industrial use parcel is identified just west of the Ore Terminal on the Ore Peninsula, as well as a new mixed use area adjacent to TEMSCO on the southeastern tip of the Ore Peninsula to accomodate both cruise and industrial operations. A new tour staging area is proposed on the shared-use Ferry Peninsula to accomodate cruise and tour passenger operations as well as a new restroom and passenger waiting shelters. Additionally, the Small Boat Harbor Phase II Improvements including dredging of the northern portion of the harbor to support additional slips and a new drive-down fuel and work float are integrated into the Master Plan.

Maintained Uses

Maintained uses include the Ore Terminal, Petro Marine facility, AMHS terminal and parking areas, harbor boat storage and maintenance yard, Pullen RV, Shoreline Park, and Railroad Dock commercial/pedestrian and tour loading areas. The Skagway Assembly has issued an MOU for negotiation of a new lease for the TEMSCO facility at the south end of the Ore Peninsula.

Dock Upgrade Options

A shared-use dock extension is proposed off of the existing AMHS Ferry Pier that would allow for both cruise ships and the AMHS Ferry to dock simultaneously. Additionally, a shared uplands concept has been developed. A Roll-on Roll-off dock facility is proposed adjacent to the new AML location at the northwest corner of the Ore Peninsula. Sheetpiling is proposed at the Ore Dock facility to gain approximately 100 feet of space in the west basin once the existing Ore Dock is deconstructed. An additional industrial/cruise shared-use floating dock is proposed as an option near the south end of the Ore Dock to accomodate both industrial and larger-class cruise ships in the short- to mid- term. A larger shared-use floating dock extension is proposed as an additional option off the end of the Ore Peninsula to accomodate larger cruise ships in the long-term time horizon.



Above: *The proposed Future Land Use map for the Skagway waterfront.*

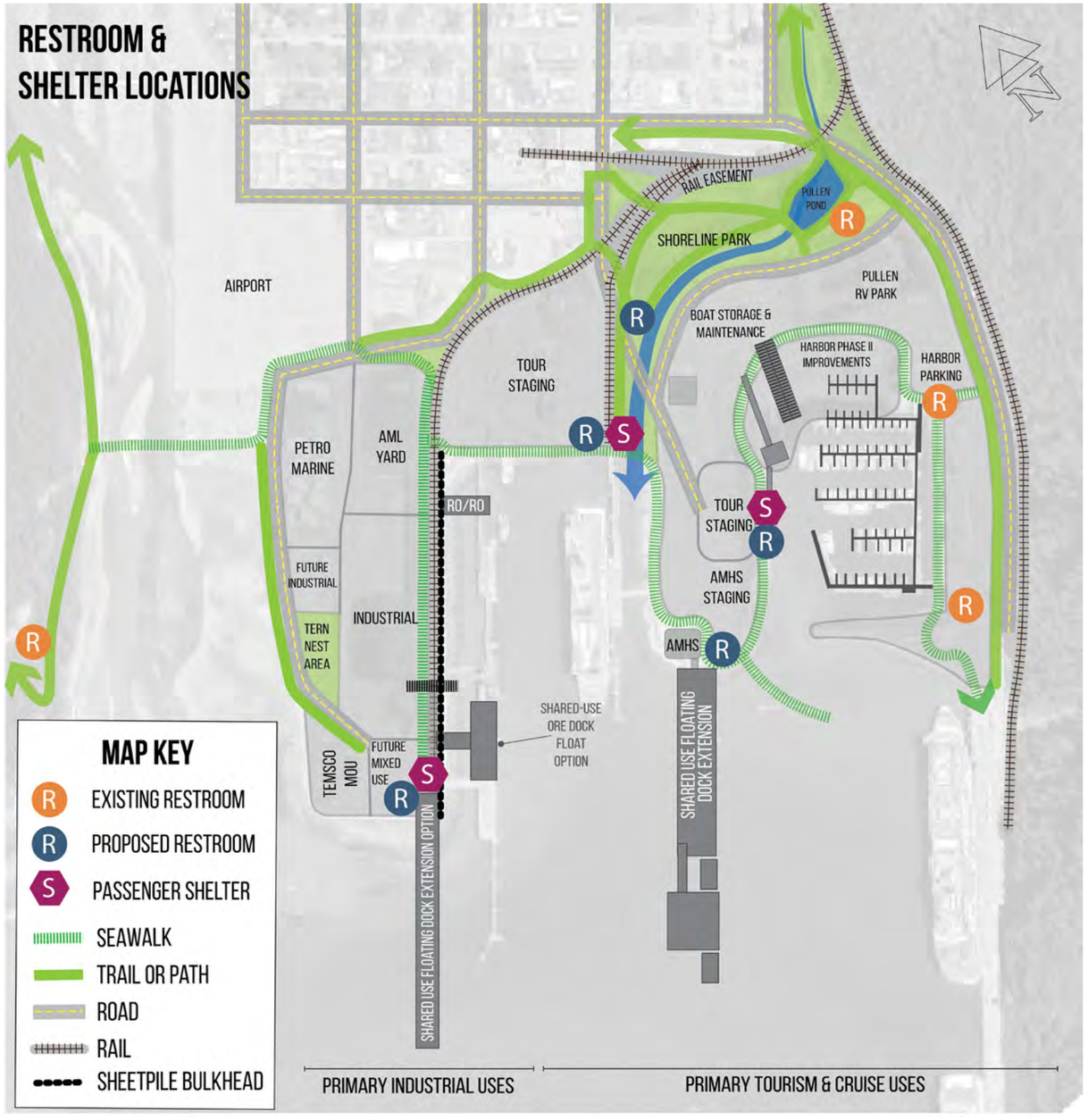
Restroom & Shelter Locations

Currently, there are limited restrooms and passenger waiting shelters available to visitors along Skagway's waterfront. Three existing restrooms are located on the eastern-most side of the port at the Railroad Dock passenger pick-up area, Small Boat Harbor, and Pullen Pond Park. Five additional restrooms are proposed, including at the southwestern corner of Shoreline Park adjacent to Broadway Street, on the eastern side of the AMHS Peninsula, on the Broadway Dock upland area, and at the southern tip of the Ore Peninsula. A smaller additional restroom facility could also be added at the end of the Ferry Peninsula near the ADA SMART transit pick-up area to minimize visitor walking distance.

Three passenger waiting shelters with windbreaks, interpretive signage, and staffable visitor information stations are also proposed for the AMHS Dock, Broadway Dock, and Ore Dock. The continuous Seawalk provides pedestrian access to all proposed dock restroom facilities and waiting shelters.

Above: *Proposed concept design for passenger waiting shelters at the AMHS Dock and Ore Dock. Sliding transparent windbreak panels are moveable, allowing the shelter to be enclosed during various weather and wind conditions or to be used for events during the off-season.*

Above, left: *A rendering of the proposed restroom facility design for all restrooms on the waterfront, each featuring different artwork from a local Native artist.* ***Above, right:*** *Concept design for the Broadway passenger waiting shelter with windbreaks and visitor information station.*



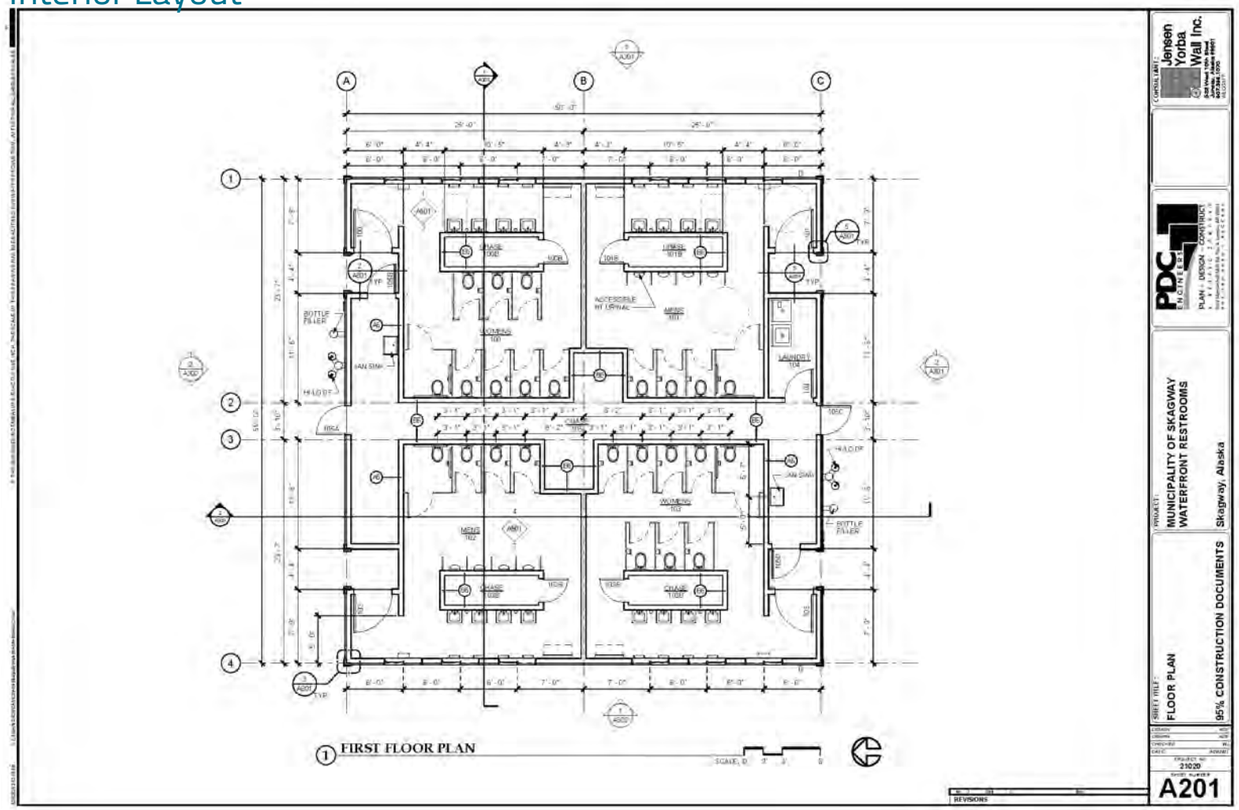
Above: *Restroom and Shelter Locations map showing existing and proposed restroom facilities and passenger waiting shelters along Skagway's waterfront.*

Restroom Facility Design

The restroom facility design was developed to be replicable for all proposed new restroom locations across the Skagway waterfront. The design allows for social distancing movements, provides ample custodial storage and laundry facilities with maintenance access within a central breezeway, and integrates unique Native Alaskan artwork from local artists onto each building's exterior design.

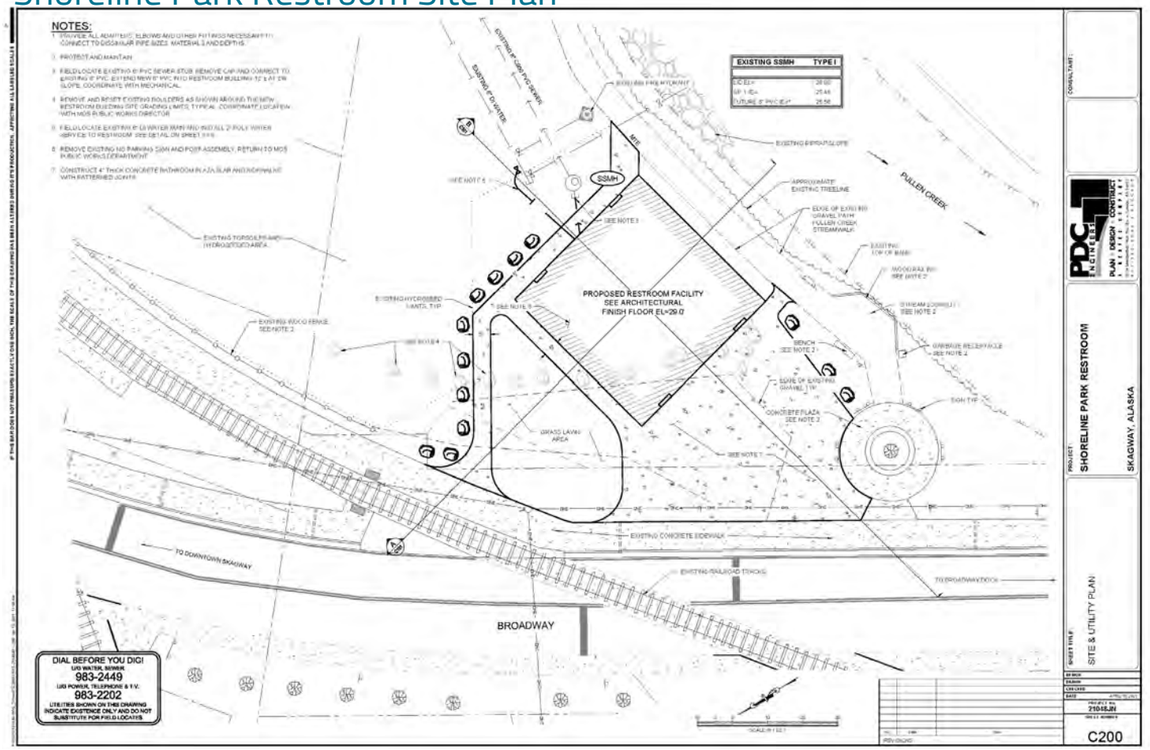
The restroom facility design is proposed to be implemented at the AMHS Dock uplands, Broadway Dock uplands area, Ore Dock, and in the southwest corner of Shoreline Park. The site plan for the new Shoreline Park restroom aligns the restroom building with the existing Pullen Streamwalk path, provides upgraded paving and landscaping elements, and maintains views to the historic downtown district.

Interior Layout



Above: *The restroom layout design provides space for social distancing and includes ample custodial storage and maintenance facilities.*

Shoreline Park Restroom Site Plan



Above: *The Shoreline Park restroom site plan aligns the new restroom building along the existing Pullen Streamwalk and maintains sightlines for train operators as well as visitors heading downtown.*

Exterior Building Design

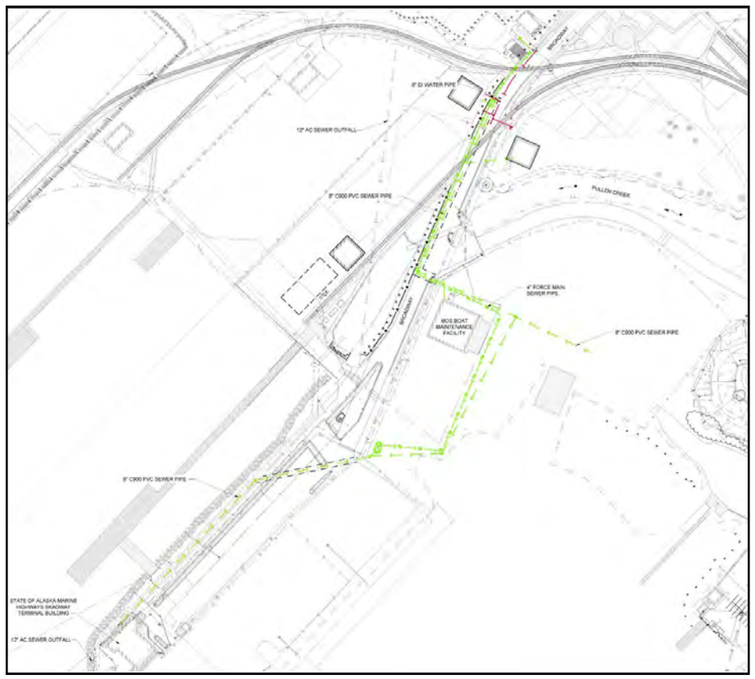
Above: *The restroom facility exterior architectural design by Jensen Yorba Wall Inc. takes Native Alaskan art and culture as its inspiration. Each restroom facility will feature artwork from a local Alaska Native artist.*

Small Boat Harbor & Utilities Extension

The Skagway Port Master Plan includes implementation of the Small Boat Harbor Phase II Improvements as well as water and wastewater utilities extension to the new Shoreline Park restroom, AMHS Terminal, and Small Boat Harbor boat maintenance facility.

Small Boat Harbor

The small boat harbor plan was developed in 2013. The Port Master Plan recommends implementation of phase II of that plan which includes the addition of new floats, stalls, launch ramp, and fuel floats. Phase II also includes expansion of the north end of the harbor and removal of the eastern-most launch ramp. Upon completion, the expanded small boat harbor will accommodate 148 vessels with 1595 feet of total side tie/ linear moorage.



Above: *Utilities extension plan to provide water and wastewater service to the AMHS Peninsula and Small Boat Harbor areas.*

MOORAGE SUMMARY			
STALL LENGTHS	PHASE 1	PHASE 2	TOTAL
24' STALLS	22	12	34
30' STALLS	29	22	51
36' STALLS	29	8	37
40' STALLS	16	0	16
42' STALLS	8	2	10
SIDE TIE / LINEAR MOORAGE	1389'	206'	1595'

Above: *The Skagway Small Boat Harbor Improvements Phase II Concept No.1, developed by* ***PND Engineers*** *in 2013.*

PRELIMINARY

PND ENGINEERS, INC.

SKAGWAY, ALASKA
SKAGWAY HARBOR IMPROVEMENTS PHASE II
CONCEPT NO. 1 DEVELOPMENT PLAN

Utilities Extension

The first phase of the plan recommends extension of water and sewer mains to the AMHS Peninsula. This allows subsequent development of restroom facilities at Broadway Dock, and the AMHS Dock. Underground utilities are typically developed before other infrastructure because their installation requires significant ground disturbance and can be difficult to install after a building or other facility has been constructed.

The utility extensions will connect to utilities along the south end of Broadway at State Street and run adjacent to Broadway to the MOS Boat Maintenance Facility before turning east and south across the small boat harbor storage area. From there the extensions head southwest to the west side of the AMHS Peninsula and continue south to the AMHS Terminal building.

Above: *Skagway's Small Boat Harbor.* ***Photo Credit:*** *Radha Bommakanti*

Broadway Tour Area

Given the array of requirements for the safe and efficient flow of a high-volume tour passenger parking & loading facility, a unique transportation design was selected that combines two-lane, one-way streets (with parking on each side) into a grid of consecutive arcs intersected by through-lanes. This design allows for vehicles and loading passengers to spread across the facility. Pedestrian crossing lanes connect the interior plazas to the surrounding infrastructure.

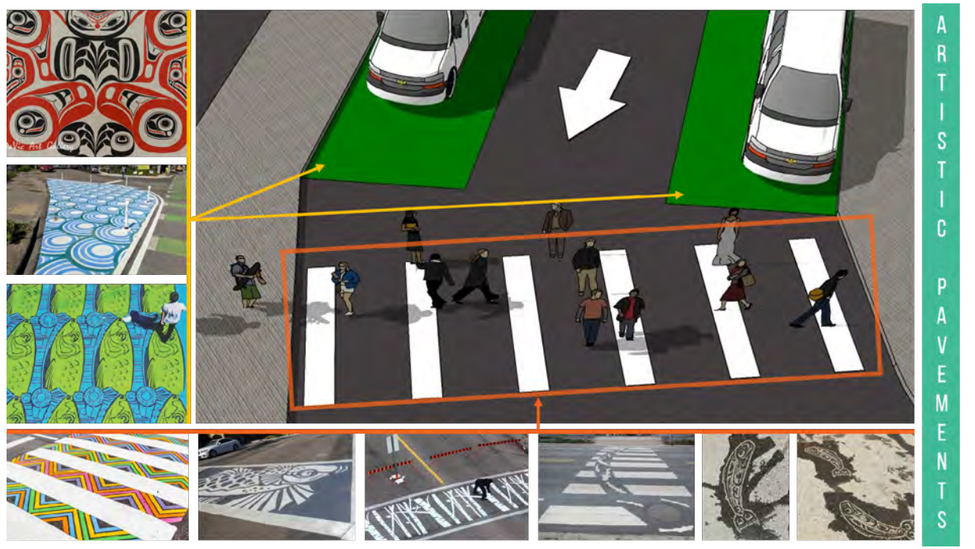
Tour vehicles using the facility enter from State Street on the west side and exit from the east side on to Broadway. On the north side of the parking area there is a tour vehicle overflow area suitable for staging up to fifteen (15) motorcoaches that may transfer visitors to the train or to other docks for tour pick-ups.

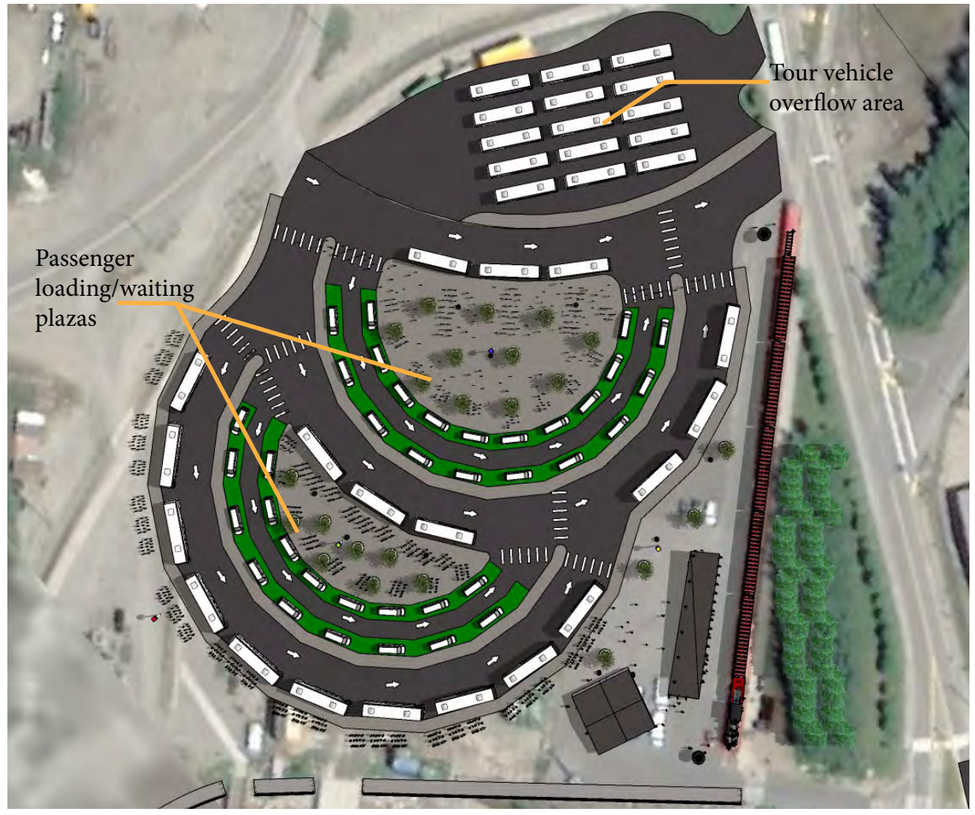
The images below show the parking facility at peak capacity with thirty-seven (37), 12-passenger vans, and nineteen (19) large motorcoaches.

Maximum capacity may occur as tour operators wait for passengers to disembark from their cruise ships. Under all conditions, the concept provides plenty of space for visitors to spread out and for tour operators to handle vehicle loading and unloading activities.

The green painted pavement areas surrounding the passenger vans dedicate space for loading and define the edges of the middle travel lanes. The pavement design can feature various works by local or Native Alaskan artists **(see examples at right)**, and indicate the beginning and end of each parking space.

In the shoulder seasons, the two plazas can be used as community spaces, for waterfront seating, group activities, recreation, or outdoor concerts and events.





Above: *Various views of the Broadway Tour Staging Area Concept. The proposed concept can easily handle the peak demand capacity of two large cruise vessels, docked at Broadway Dock and Ore Dock, and also provides additional overflow staging space for tour and train transfers.*

Broadway Dock Shelter

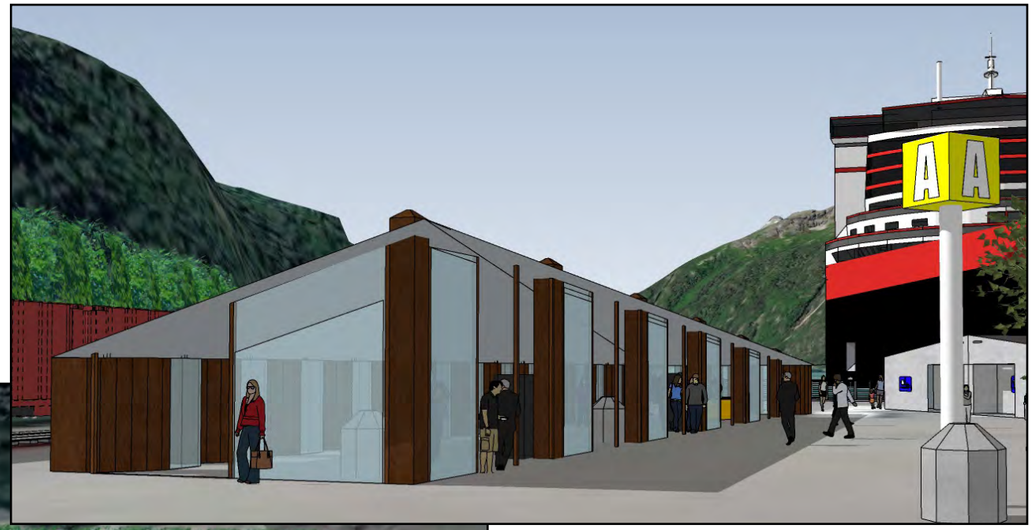
A semi-enclosed shelter structure is needed to protect visitors from wind, rain, and sun while they wait for their train or tour vehicle. This shelter design uses 8 ft ceilings at 3 corners, and raises the 4th corner to 16ft, creating a sloped triangular roof that continually lowers from north to south.

The west and north sides of the roof are supported by large wooden pillars reminiscent of railroad ties, while the east and south sides of the roof are held up by columns connected to non-contiguous curved walls.

The non-contiguous curved wall design allows for open air flow and ease of movement for visitors in and out of the structure at many locations, while still blocking strong winds and weather coming from the south.

The shelter is equipped with a tourist information kiosk (yellow), trash receptacles, and space for additional amenities such as vending machines. Flexible seating can be placed in and around the shelter, if desired.

The double-sided restroom facility is sited such that minimal wind and inclement weather affect the year-round use of the buildling. For more on the restroom facility design, see page 10.



Above: *Broadway waiting shelter looking south from the Broadway Tour Staging Area, with windbreak panels opened.*

Left: *Broadway waiting shelter and restroom looking northeast, with windbreak panels closed.*

Above: *Detailed view of visitor movements around the Broadway Dock passenger waiting shelter and restroom facility, looking north from the Broadway Dock ramp.*

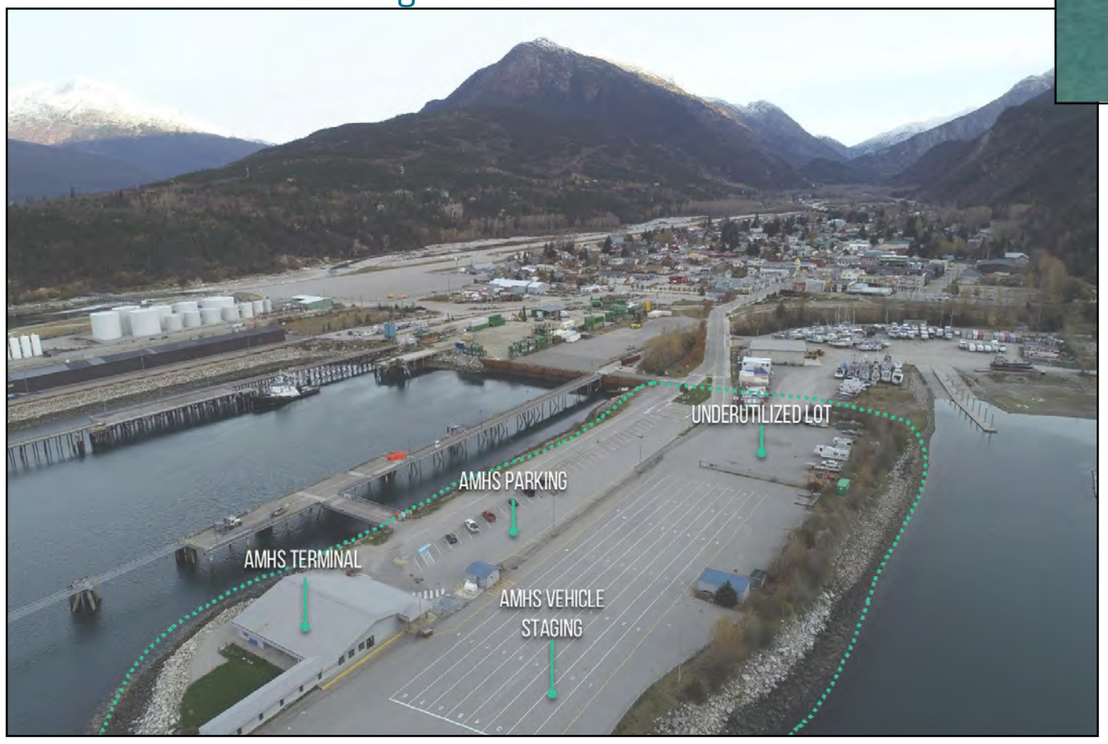
AMHS Peninsula Concept

Shared-use concepts are proposed for the AMHS Dock and adjacent uplands area. Shared-use at these facilities between the AMHS Ferry and cruise vessels will allow for a greater separation of uses along the entire waterfront, freeing up the Ore Dock for future expansion in industrial operations.

The Shared-use AMHS Dock concept replaces the existing Ferry Float with a 600' by 80' pile-supported fixed pier with a 120' by 160' concrete float, two smaller 40' by 100' concrete floats, and breasting and mooring dolphins for both cruise vessels and the AMHS Ferry. Cruise ships would dock on the east side of the new dock, with AMHS docking on the west.

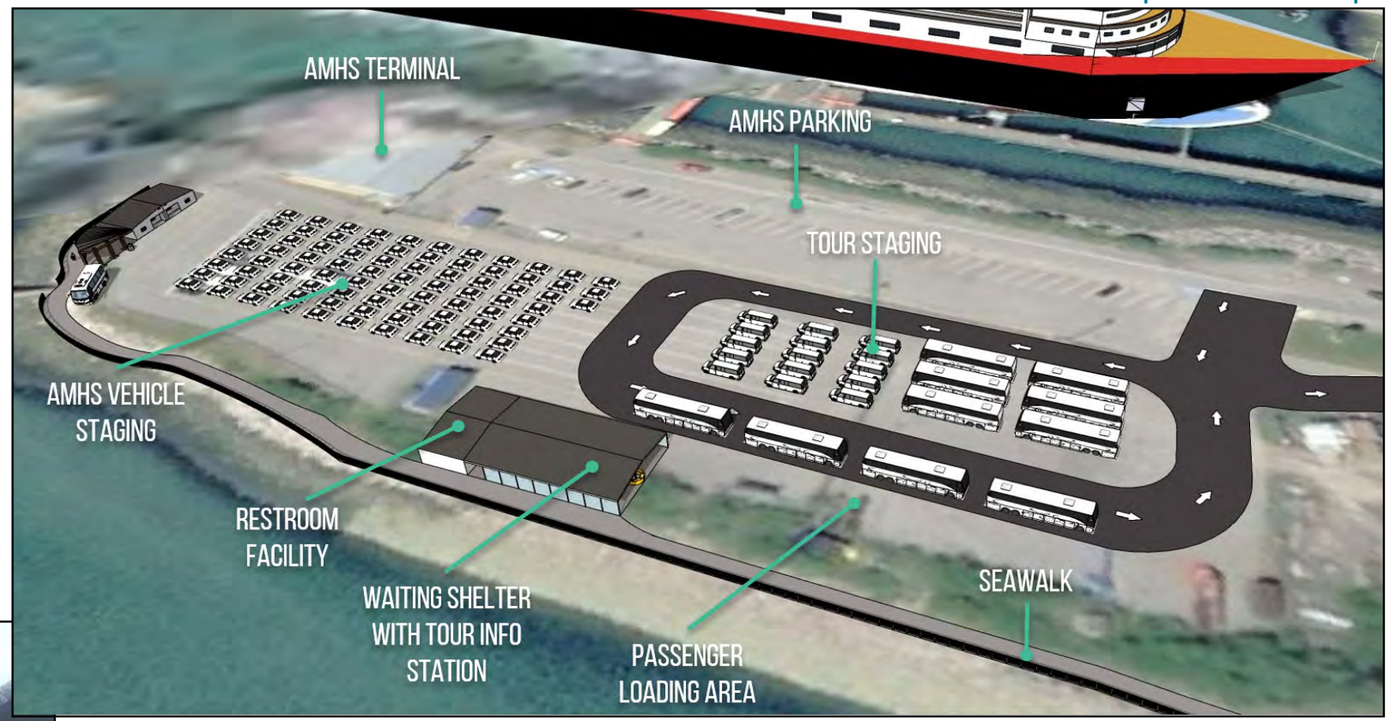
The Shared-use Uplands Concept allows for continued AMHS parking, loading, and unloading operations while adding tour loading and circulation facilities to the peninsula.

AMHS Peninsula Existing Conditions



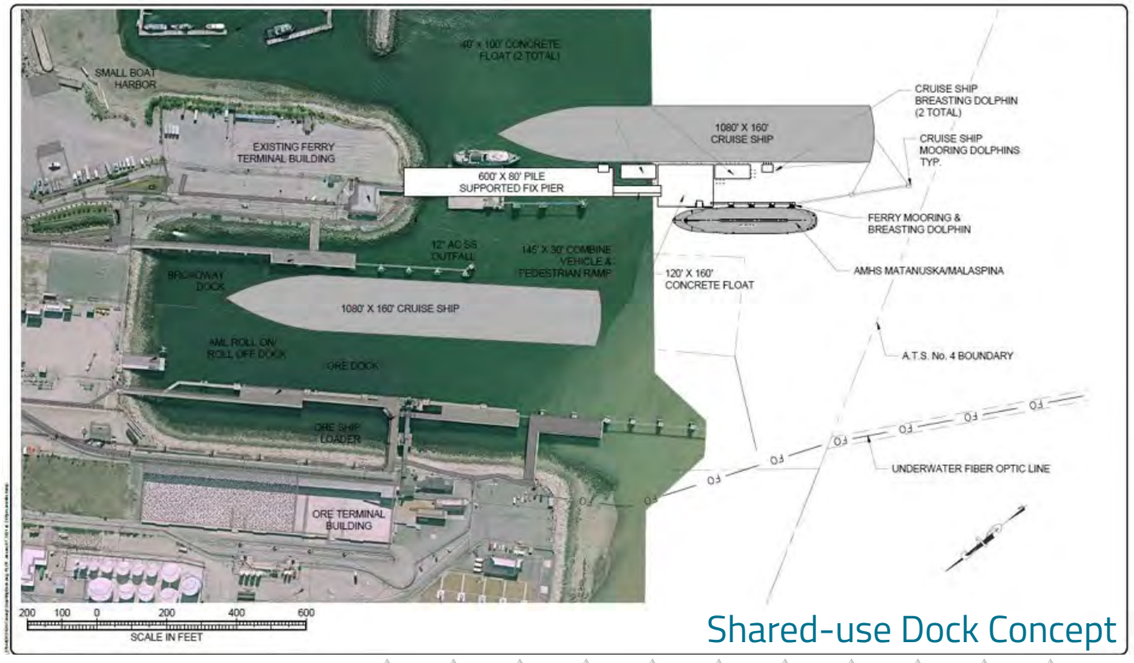
Above: *The AMHS Perninsula currently accomodates parking, loading, and unloading operations for the AMHS Ferry.*

Shared-use Uplands Concept



Above: *The shared-use uplands concept accomodates both AMHS Ferry and cruise operations.*

Right: *The shared-use cruise and ferry dock concept for the AMHS Peninsula allows for the AMHS Ferry and a cruise ship to dock simultaneously on the AMHS dock, with cruise ship on the east and AMHS ferry on the west.*



Shared-use Dock Concept

AMHS Peninsula & Ore Dock Shelter Concept

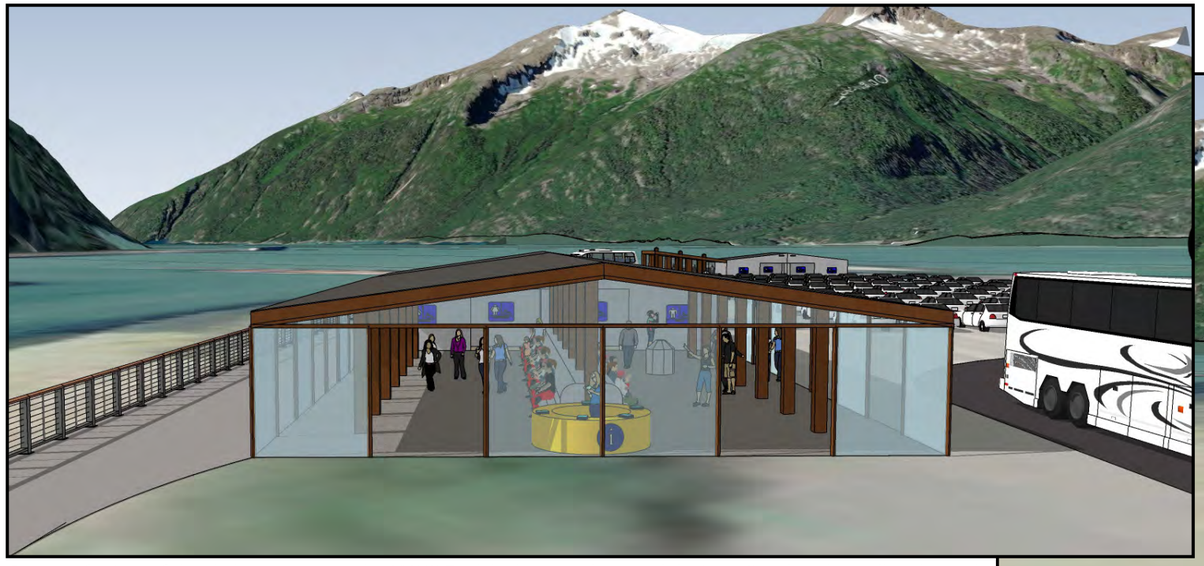
A combined passenger waiting shelter and restroom facility concept was developed for the AMHS Dock and Ore Dock. Strong winds from the south require the shelter to have walls or windbreaks on the southern exposure to protect from wind. The concept uses the attached rectangular restroom building as the main shield from southern winds. Through moveable transparent "windbreak walls," the concept also allows the east and west sides to be blocked off to protect from various weather and wind conditions and to allow the shelters to be used for events, even during the off-season.

Through etching, interpretive information or artwork designs could be displayed on the transparent windbreak walls. The shelter design integrates a visitor information kiosk, trash cans, ample space for social distancing, space for vending machines, and an open air flow design.

This shelter concept is designed to obstruct the strong southern winds and protect visitors from inclement weather, while providing views of the spectacular surrounding landscape of mountains and the Upper Lynn Canal. The concept provides ample seating, opportunities for the display of interpretive information and local artwork, as well as staffable information stations to orient visitors upon their arrival in Skagway.

The rectangular concept uses a pitched roof and includes symmetrically opposing concrete benches down its centerline, with an elevated space in between where visitors can place items. Electrical outlets for device charging could also be provided on this central raised surface. The benches face outward towards transparent window-like moveable windbreak walls where information or artwork can be displayed through etching. The combined shelter-restroom concept protects the restroom entrances from wind and rain.

Above: *View of the shelter concept at the AMHS Dock looking east with windbreak panels closed* ***(top)*** *and open* ***(bottom)****.*

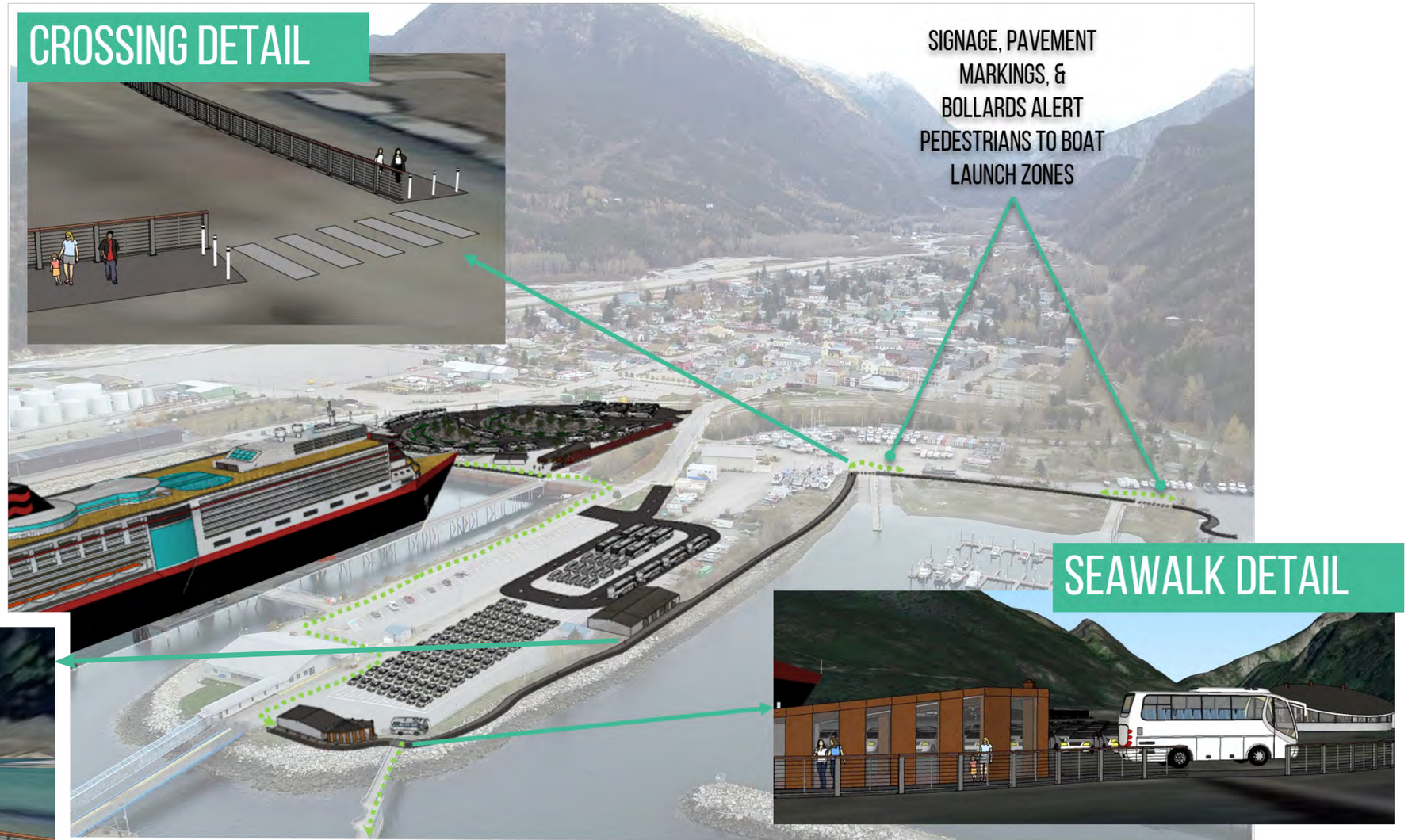


Above, left: *View of the shelter concept at the AMHS Dock looking south toward the Lynn Canal, with windbreak panels open.*

Above, right: *View of the shelter concept at the AMHS Dock looking southwest toward Broadway Dock with windbreak panels closed.*

Seawalk Design Concept

The Seawalk design is a continuation of the existing Seawalk at Railroad Dock across the entire waterfront, connecting Railroad Dock to the Yakutania Point Bridge. The Seawalk railing is 4 ft high with metal vertical posts, horizontal wire panels, and a wooden handrail. The paved pedestrian path is 12 ft wide, allowing for social distancing and adequate pedestrian flow at peak travel times. Bollards are used in key pedestrian and vehicle conflict points to protect and alert visitors to vehicle access areas such as the Small Boat Harbor launches and intersections. The continuous pedestrian Seawalk provides visitors with a safe and dedicated pedestrian route through the boat storage and maintenance yard to access their vessels at the Railroad Dock or AMHS Dock. The Seawalk also provides improved pedestrian access to the Ore Dock along the eastern edge of the Ore Peninsula.



Left and insets: *Detailed views of the Seawalk at various points.* ***Above:*** *The Seawalk extends across the entire waterfront, allowing for safe pedestrian access to all docks from Railroad Dock to the Yakutania Point Bridge. Bollards are used in key vehicle-pedestrian conflict areas such as intersections and the Small Boat Harbor launch ramps. A restroom and smaller pedestrian waiting shelter could also be added at the southern tip of the Ferry Peninsula to facilitate SMART and tour ADA access and passenger pick-up.*

Trails & Signage Locations

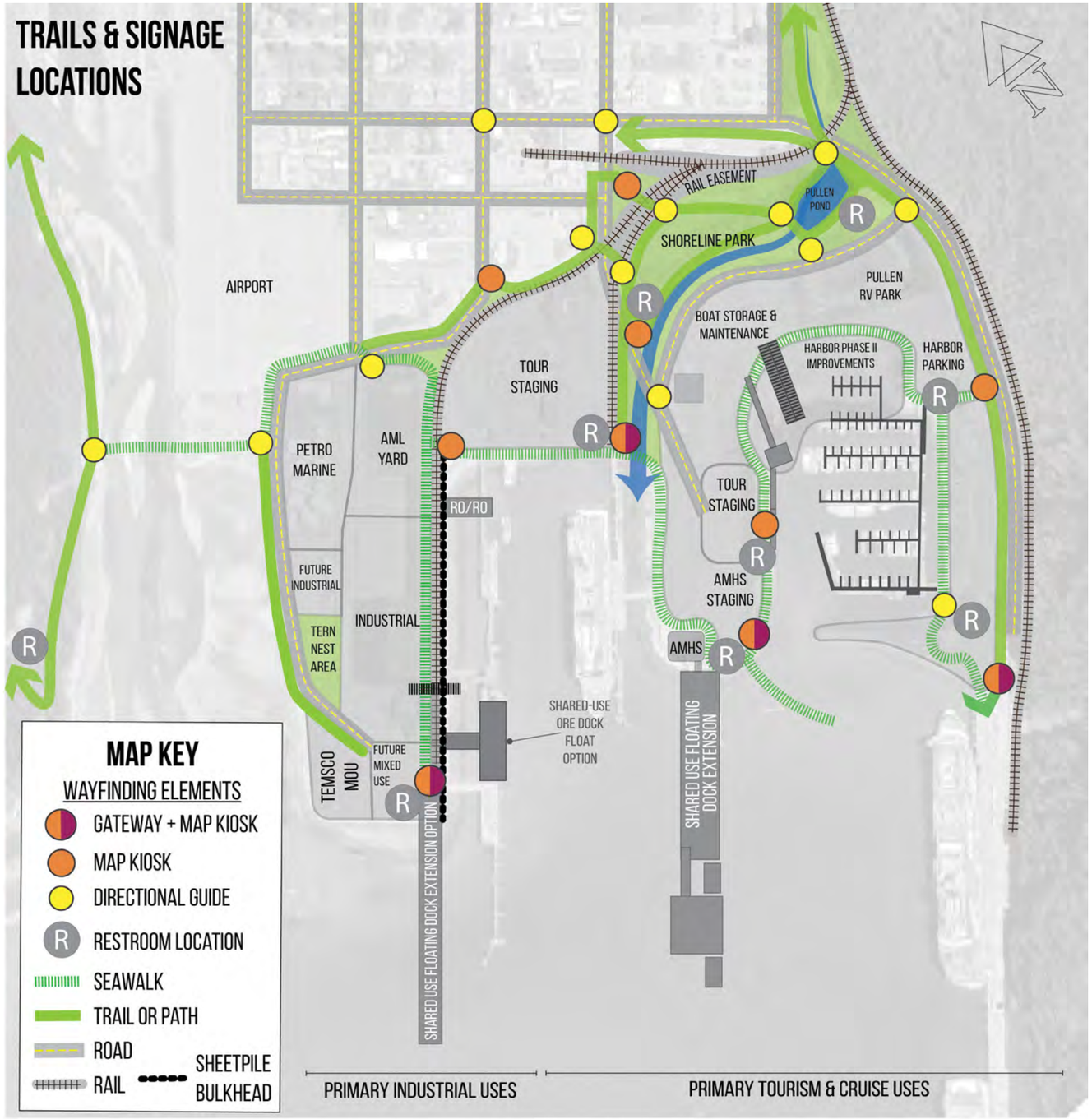
Consistent wayfinding signage will improve visitor experiences in Skagway and aid passengers in successfully navigating to the downtown historic district, connecting with tours, and transiting back to their ships at the end of a successful visit. Three types of wayfinding signage were developed with a design reflective of Skagway's natural environment and rich human history. A continuous network of improved trails and paths is also proposed to ease crowding and improve pedestrian movements on the waterfront.

Above: *Three different types of signs are proposed for the waterfront district, each serving a different purpose.*

Signage Types

Three signage types were developed for various needs across Skagway's waterfront, with a design meant to transition easily into the historic district. The signage design and proposed colors and materials align with the character and guidelines of the historic district. The Map Kiosk, located close to each dock ramp, orients visitors to the town's layout immediately after disembarking with a large overview map of the entire townsite. Key destinations such as the Historic District, Airport, and other docks are also highlighted with directional cues. The Dock Gateway Sign is located adjacent to each dock ramp on the Seawalk Railing. This sign type features the dock name and has a changeable ship name panel to alert visitors to the dock that they will need to return to. The directional guide is the most prevalent sign type and appears at most intersections throughout the waterfront. It features directional cues for nearby destinations. All signs are double-sided to allow for enhanced social distancing.

Left: *Directional Guide sign in context.* ***Above:*** *Trails and Signage Locations map showing proposed locations for each sign type throughout the study area. A continuous Seawalk and comprehensive improved trail and path network are also proposed.*



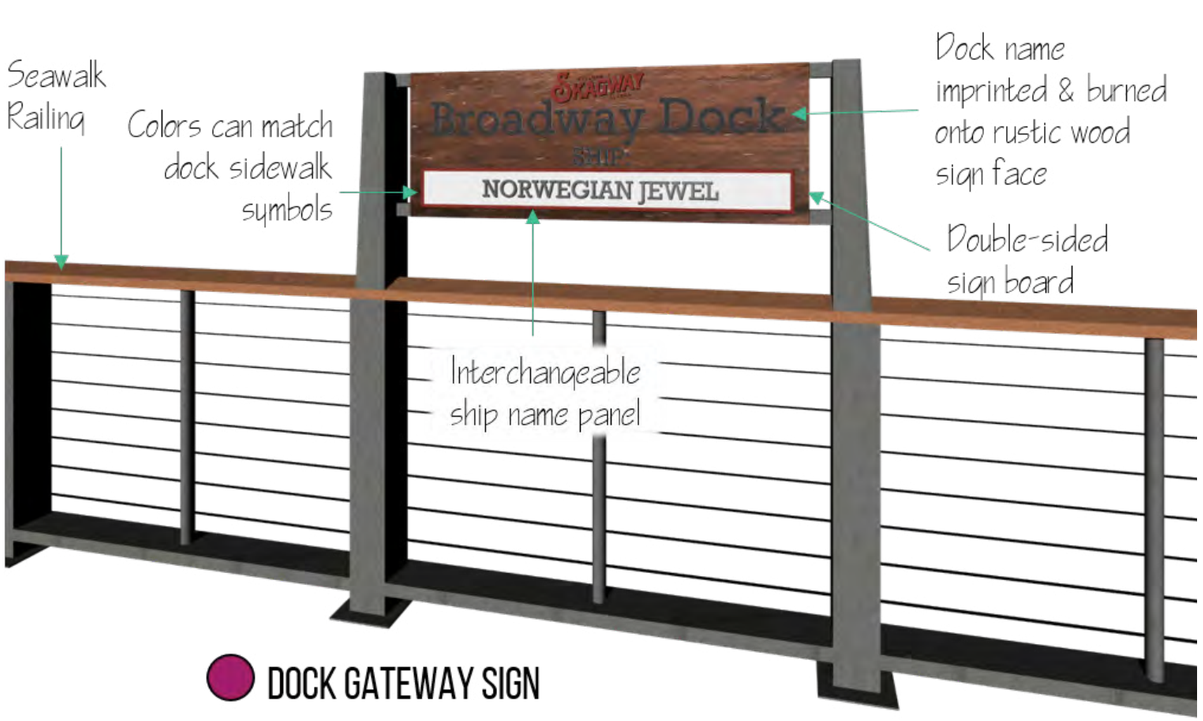
Wayfinding Signage Design

The wayfinding signage design concept was developed based on feedback gathered from the Skagway community at the November 2020 Design Charrette, and subsequent Port Plan Presentations in February and April 2021.

Residents and stakeholders showed a strong interest in wayfinding that:

- **Aids visitors in independently navigating between the downtown historic district and the waterfront.**
- **Reflects Skagway's natural and human histories, including Native language, history, and culture as well as the Klondike Gold Rush era.**
- **Utilizes natural and rustic materials with an outdoorsy aesthetic celebrating the surrounding natural environment of the Upper Lynn Canal.**

The wayfinding signage design concept was developed based upon the above objectives as guiding principles.

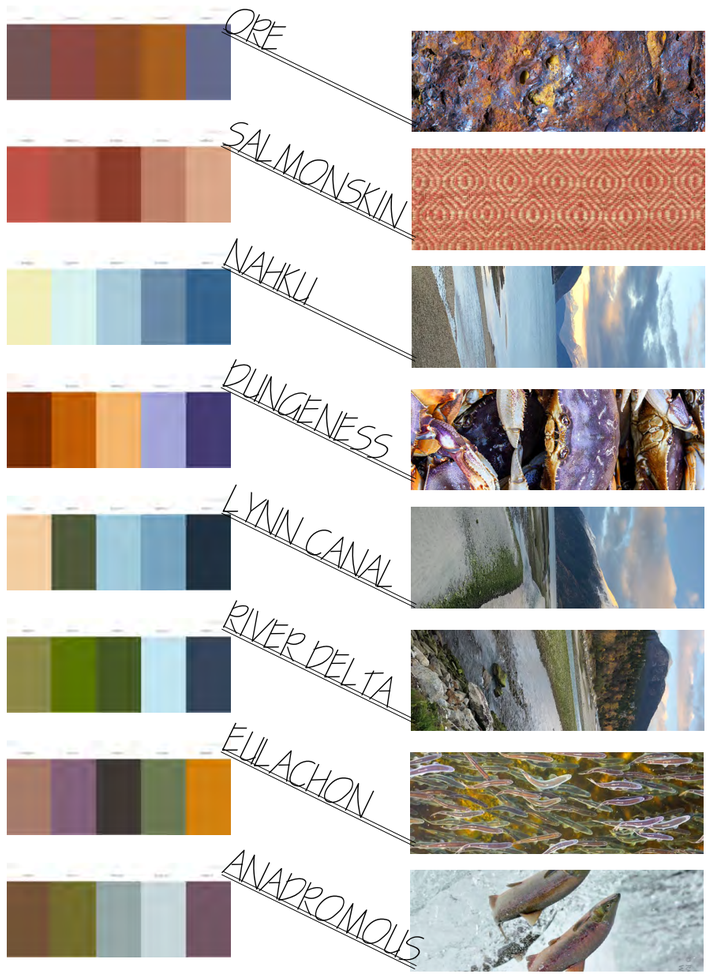


Above: *Dock Gateway Sign design details.*

Above: *Explanation of signage design inspiration and rationale, showing the Map Kiosk Sign.*

Signage Colors & Materials

The colors and materials used in the wayfinding signage concept were inspired directly by the colors and resources of the natural landscape of the upper Lynn Canal. Sidewalk symbols and signage color-coded by dock work in conjunction to guide visitors between the historic district and their respective cruise ship in port.



Above: *Custom color themes developed from photos of Skagway, the surrounding landscape, and traditional natural resources of the Upper Lynn Canal region.*

Design Inspiration

Photos taken of Skagway and the surrounding area during the PDC Engineers planning team's October 2020 visit were used to develop custom color themes, along with photos of traditional subsistence and mineral resources of the region. These representative images and resulting color themes are displayed below at left.

Color Themes

Color themes based on the representative images were developed using the Adobe Color online tool. The tool also allows color themes to be evaluated for accessiblity by vision-impaired and colorblind individuals. Several of these color themes were chosen and applied to the wayfinding signage design, below. Each dock has a coordinating signage color theme to guide visitors to and from their ship.

Design Rationale

Residents showed a strong preference for wayfinding that represents Skagway's history, including Native Alaskan experiences and the Gold Rush-era. Residents preferred natural materials reflective of the abundant beauty and wild resources of the surrounding environment and region. Wayfinding signage and sidewalk symbols color-coded by dock are intended to aid visitors' independent wayfinding capabilities.

Below: *Proposed colors and materials for the wayfinding signage concept, color-coded by dock.*

FERRY DOCK
"Emerald Sea Foam"

- Seafoam + emerald green tones
- Green painted wood + copper patina footings
- Maritime weathered grey support beams

BROADWAY DOCK
"Salmon Skin"

- Orange, red + copper tones
- Weathered corten steel footings
- Alaska yellow cedar support beams

ORE DOCK
"Dungeness Crab"

- Purple, Lavender + Copper tones
- Purple/ Grey slate footings
- Dark railroad tie support beams

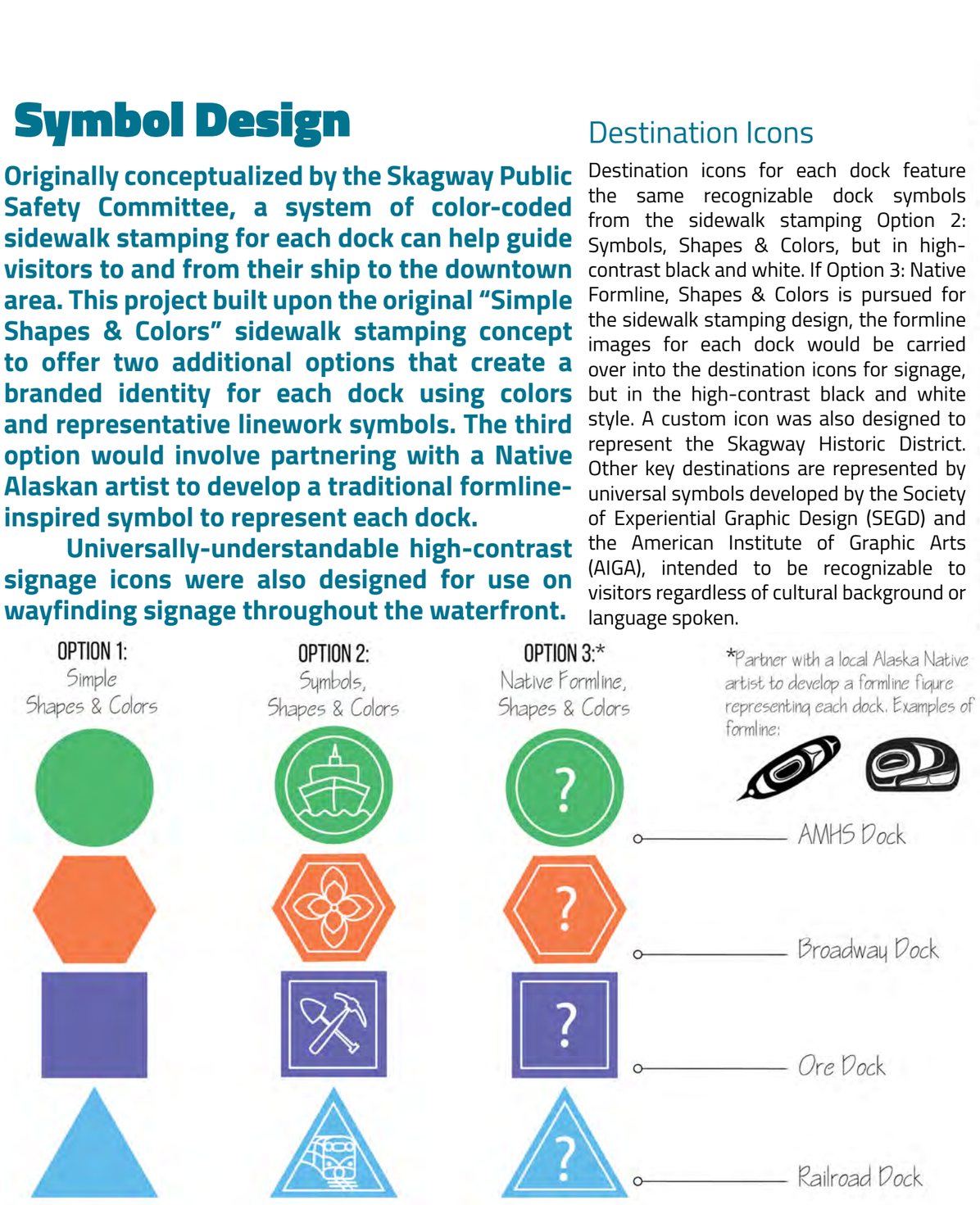
RAILROAD DOCK
"Mountain Sky"

- Sky blues + sunrise orange tones
- Formline art on upper footing
- Weathered light wood support beams

Symbol Design

Originally conceptualized by the Skagway Public Safety Committee, a system of color-coded sidewalk stamping for each dock can help guide visitors to and from their ship to the downtown area. This project built upon the original "Simple Shapes & Colors" sidewalk stamping concept to offer two additional options that create a branded identity for each dock using colors and representative linework symbols. The third option would involve partnering with a Native Alaskan artist to develop a traditional formline-inspired symbol to represent each dock.

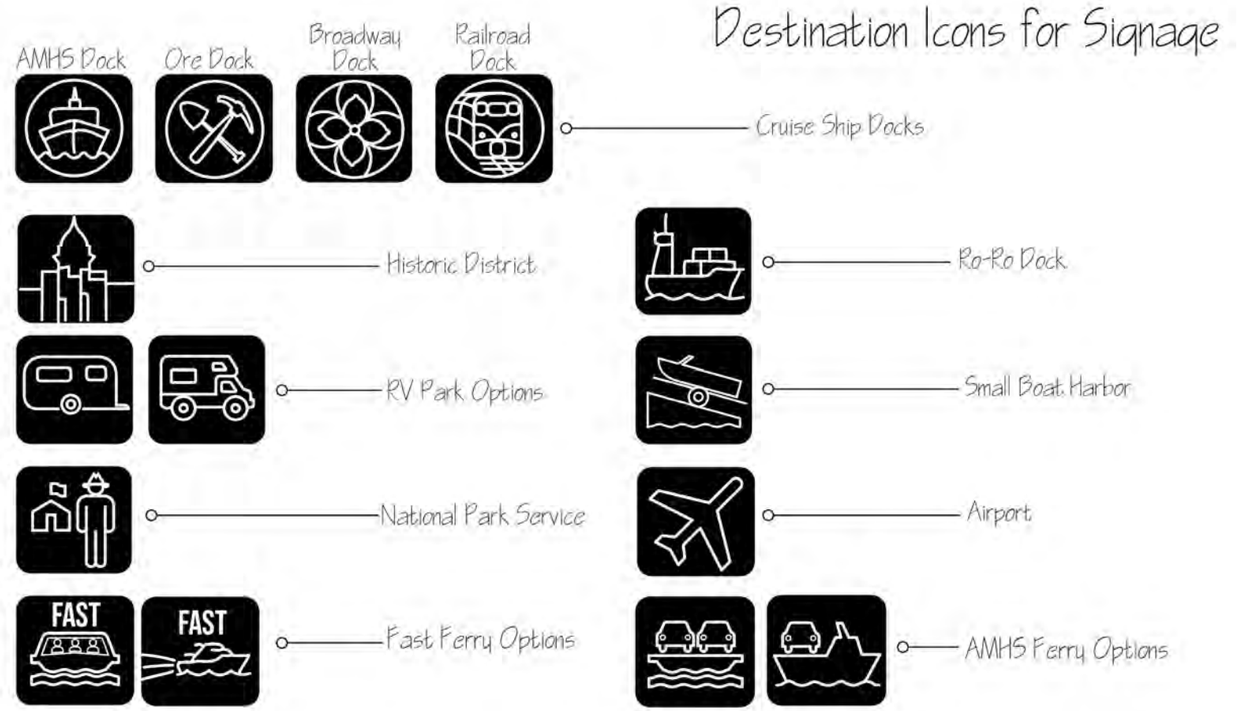
Universally-understandable high-contrast signage icons were also designed for use on wayfinding signage throughout the waterfront.



Above: *Three sidewalk symbol design options are proposed, color-coded to wayfinding signage for each dock.*

Destination Icons

Destination icons for each dock feature the same recognizable dock symbols from the sidewalk stamping Option 2: Symbols, Shapes & Colors, but in high-contrast black and white. If Option 3: Native Formline, Shapes & Colors is pursued for the sidewalk stamping design, the formline images for each dock would be carried over into the destination icons for signage, but in the high-contrast black and white style. A custom icon was also designed to represent the Skagway Historic District. Other key destinations are represented by universal symbols developed by the Society of Experiential Graphic Design (SEGD) and the American Institute of Graphic Arts (AIGA), intended to be recognizable to visitors regardless of cultural background or language spoken.



Above: *High-contrast, easily-recognizable destination symbols for the wayfinding signage.*

Sidewalk Symbols

Option 1: Simple Shapes & Colors offers the most simplicity in implementation for the municipality, since shapes could be easily spray painted onto the sidewalk using simple stencils.

Custom symbols were designed for sidewalk stamping Option 2: Symbols, Shapes, and Colors, to represent each dock and a color was applied to each from the wayfinding color themes (see page 19). Railroad Dock is represented by the iconic White Pass Yukon Route train engine, a light blue inspired by the adjacent mountains and sky, and a triangle shape. The AMHS Dock is represented by the ferry itself, the seafoam green of the Lynn Canal, and a circle. Broadway Dock is represented by the dogwood flower, the orange of the salmon, and a hexagon. The Ore Dock is represented by the Klondike Gold Rush-era tools, pickaxe and shovel, the purple of the dungeness crab, and a square.

The dock symbols could be piloted using spray paint and stencils for one or two seasons, and then made more permanent (if desired) when sidewalks are replaced by stamping or insetting the design into the cement itself. The linework could be comprised of metal or another material that could be filled or set into the cement before hardening.

Option 3: Native Formline, Shapes, & Colors offers the greatest opportunity to integrate Native heritage and culture into the overall wayfinding concept. A collaborative partnership between the municipality, Skagway Traditional Council, and a Native Alaskan artist or artists could be formed to develop formline or other artwork to represent each dock, that could then be integrated into the wayfinding signage and sidewalk symbols designs.

Above: *example of spray-painted sidewalk symbol from Milwaukee, WI.*

Shoreline Park

The proposed design for Shoreline Park builds off of substantial work done by the OASIS Committee to design a Welcome Garden and survey Skagway residents about what features they would like to see in the park.

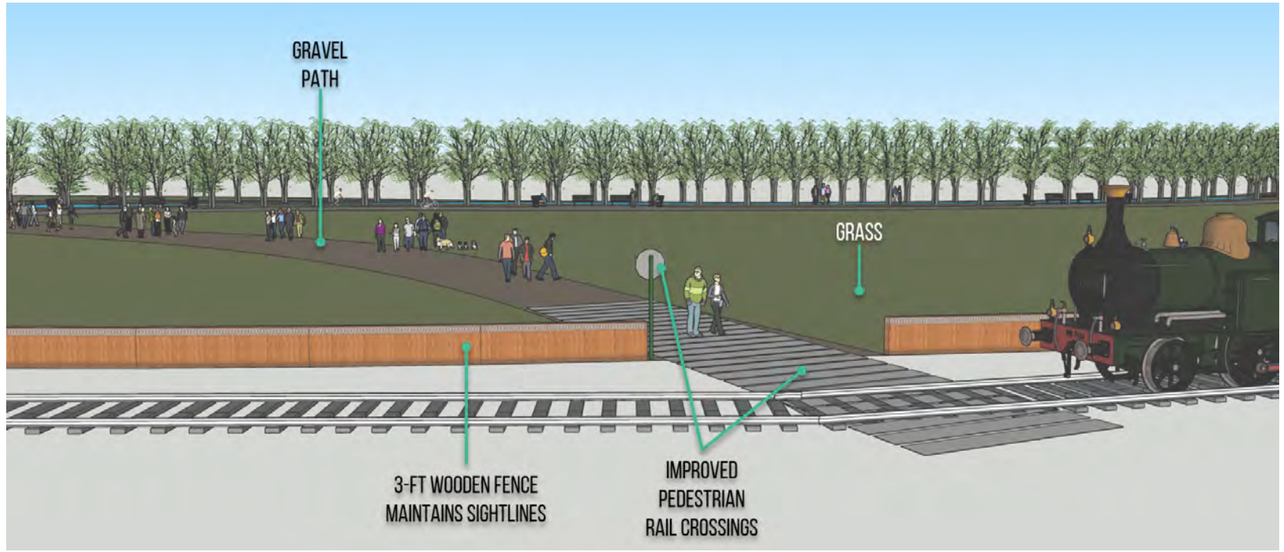
The Shoreline Park Proposed Master Plan was developed with the Welcome Garden as its central feature. Community feedback gathered from the November Design Charrette and virtual presentations in February and April showed strong community interest in maintaining the open feel of the park with grassy areas for dog walking, picnicking, and group and individual recreation. Other elements that received significant community support were integrated into the park design including improved paths, a sheltered stage/ picnic area, shade trees, a natural playscape, a protective barrier along the railroad tracks, and improved rail crossings.

The new Shoreline Park restroom will allow residents, families, and visitors to spend more time in the park enjoying its new upgrades and features.

OASIS Welcome Garden Conceptual Rendering

Above: *Many visitors will reach the Welcome Garden in Shoreline Park as they navigate from their ship to the Historic District. The garden offers a beautiful foreground to the historic downtown and the opportunity to sit and rest.*

Shoreline Park Phase 1 Details



Above: *Phase 1 park improvements include a new gravel path, seeded grass, and improved rail crossing and safety features.*

Shoreline Park Proposed Master Plan

Above: *The overall Shoreline Park Master Plan.*

Phasing & Implementation

The proposed phasing plan for implementation of the recommended improvements is based on priority and need as well as the logistics of implementation. Early phases set the stage for subsequent phases. For example, Phase 4 is contingent upon the completion of Phase 3B. Projects identified as flexible are not contingent upon earlier phases but rather on funding availability.

Implementation of the plan for all phases is contingent on funding. It may be necessary to break phases into smaller increments if partial funding is available. These decisions will be made as detailed design begins.

Phase 1

Phase 1 began in early 2021 with the construction of new water and sewer lines through Shoreline Park, as well as a new gravel path and improved pedestrian crossings over the adjacent rail line. Phase 1 also includes a 3-foot high fence along the railroad right-of-way.

Phase 2A

Phase 2A includes construction of a restroom in Shoreline Park that was funded with a General Obligation (GO) bond.

Phase 2B

Phase 2B is the extension of sewer lines to the end of the AMHS Ferry Peninsula.

Phase 3A

Phase 3A includes significant changes to the Ore Dock. A sheet pile wall will be constructed adjacent to the uplands while the old dock facilities will be removed. This provides an additional 100 feet of space and sets the stage for Phase 3B. Also during Phase 3A, two potential shared-use floating dock options are proposed: a T-shaped floating dock on the southern end of the eastern edge of the new sheetpile wall, and a larger shared-use floating dock extension off the end of the peninsula to accomodate larger cruise ships and industry.

Phase 3B

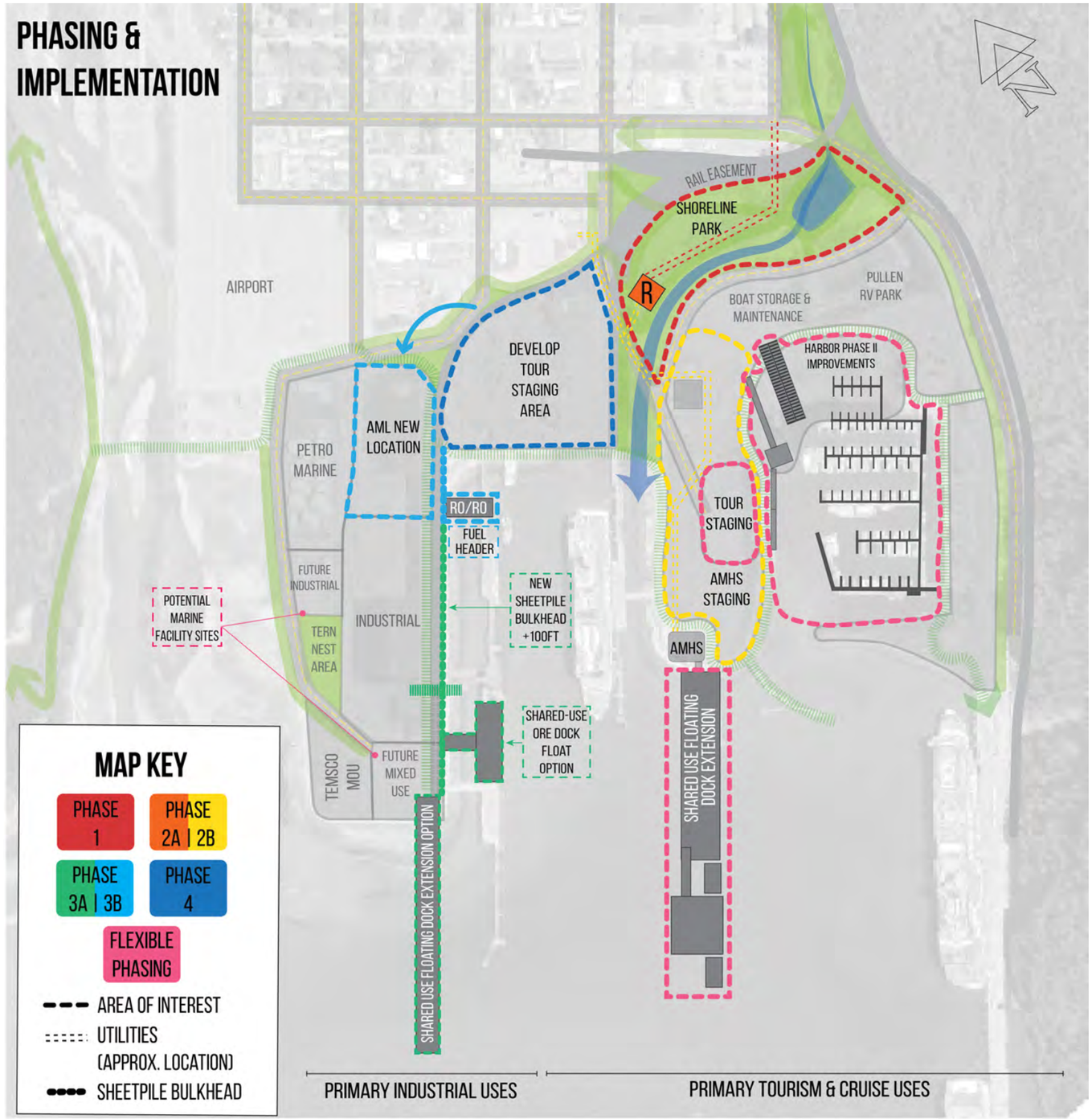
Phase 3B is the relocation of Alaska Marine Lines (AML) yard from their current location to the north end of the Ore peninsula. The phase includes installation of a roll-on/roll-off dock for the new AML site. Phase 3B completion is needed for Phase 4 to begin.

Phase 4

Phase 4 entails the redevelopment of the old AML site and adjacent tour staging area to include a ground transportation area (GTA) that accommodates 19 large motorcoaches, 37 smaller tour vehicles and vans, overflow parking for 15 additional large motorcoaches, cruise passengers of two large ships, waiting shelters, and restrooms. This ground transportation area can easily accomodate the tour access needs and operations for two large cruise vessels at peak travel times.

Flexible Phasing

Several areas of the plan are identified as flexible phasing. This simply indicates that the recommendations can be implemented whenever funding is available; they are not contingent upon another phase being completed. Projects that can be implemented under flexible phasing include the small boat harbor improvements, tour staging area on the AMHS peninsula, and AMHS shared-use dock and upland facilities.



Above: *The Phasing and Implementation Map for the Skagway Port Master Plan.*

Photo Credit: Bryan Johnson