

The logo for the Skagway 2030 Comprehensive Plan. It features the word "SKAGWAY" in a blue, sans-serif font at the top. Below it, the year "2030" is written in a large, bold, blue font. The zeros are stylized to contain circular images: the first zero shows a mountain range, and the second zero shows a road winding through a valley. Below the year, the words "COMPREHENSIVE PLAN" are written in a smaller, blue, sans-serif font. The entire logo is set against a background of light blue and white wavy lines that suggest a coastline or water.

# SKAGWAY 2030 COMPREHENSIVE PLAN

November 18, 2019

Greetings Readers,

Attached please find the following Skagway 2030 Comprehensive Plan materials for our Wednesday, Nov 20, 5:30 pm work session in the Assembly Chambers

1. **AGENDA**
2. **RECOMMENDATIONS FOR MOTORIZED & NON-MOTORIZED TRANSPORTATION IMPROVEMENTS (excerpt from revised draft transportation chapter)**
3. **REVISED DRAFT TRANSPORTATION CHAPTER**
4. Not attached - The Land Use/Future Growth materials will either be emailed to you Tuesday or handed out Wednesday (sorry!)

When we met in October, you asked us to be specific, direct, and clear in the Plan's Recommended Transportation Improvements.

We hope you agree that we are getting pretty darn close.

I suggest you focus on reading Recommendations for Motorized and Non-Motorized Transportation Improvements.

As you're reading, if you have any questions about what is recommended, refer to explanation in the relevant part of the chapter.

After page 23 in the Transportation Plan chapter (including the Summary of Key Challenges and Opportunities, and Objectives and Actions) some work is still needed to match the specific, direct, and clear recommendations. That won't be hard to do assuming we've got the Recommendations correct.

Remember, these materials will be in the Technical Comprehensive Plan, while the Action Plan will be MUCH slimmer.

See you soon (weather permitting),

Barb & Aaron

**Planning and Zoning Commission  
Skagway 2030 Comprehensive Plan Work Session**

**November 20, 2019  
Agenda**



**5:30-5:40 pm**

Welcome, Schedule Update, Meeting Overview

**5:40-6:30 pm Transportation**

- Review – Revised Transportation Chapter (now with AMHS info, direction for Broadway, some reorganization, includes Krosswalk Kinds info, other)
- Planning & Zoning Commission Discussion, Q&A
- Public Comments, Q&A

**6:30-7:30 pm Land Use and Future Growth**

- Review - Updated chapter segments with direction and Future Growth Maps for:
  - Klondike Highway/ Liarsville area
  - Achieving Housing Goals through Residential Transition Areas/Zoning Code
  - Other
  - Air, Land, and Water Quality
- Planning & Zoning Commission Discussion, Q&A
- Public Comments, Q&A

**UPCOMING SCHEDULE**

DATE	WHAT	TIME
Wednesday, November 20	<b>Pre-draft plan</b>	5:30-7:30 pm, Assembly Chambers
December 20 (target)	<b>Issue Skagway 2030 Comprehensive Plan for Public Hearing Plan (Technical Plan and Action Plan)</b>	
Thursday, January 23	<b>Planning Commission ACTION on Plan</b> Special Meeting for Public Hearing & Approve Plan; Recommend to Assembly for Adoption	5:30-7:30 pm, Assembly Chambers
February/March	<b>Assembly ACTION on Plan</b>	Introduction Public Hearing Adoption

Please send any and all comments to [skagway2030@skagway.org](mailto:skagway2030@skagway.org)

**SUMMARY OF RECOMMENDATIONS FOR  
MOTORIZED AND NON-MOTORIZED TRANSPORTATION**  
*(excerpt from full Transportation chapter)*

Specific recommendations for transportation improvements to roads, sidewalks, and bike lanes were developed using these information sources:

- Planning and zoning commissioner ideas and discussion
- The planning consultant's team observations and analysis
- Ranking of capital improvement priorities by 76 residents in April 2019 at a Comp Plan booth at the Health Fair
- Recommendations of municipal staff
- A transportation improvement mapping activity
- A 2018 Skagway Traditional Council (STC) transportation safety survey with 120 residents responding (shared with their permission)
- A 2018 Municipality of Skagway and National Park Service (NPS) Klondike Gold Rush (KLG0) Transportation Advisory Group study
- A 2019 NPS KLG0 Dyea Area Transportation Feasibility Study.
- A crosswalk analysis by the Skagway School First Lego League Robotics team

**The Skagway 2030 Comprehensive Plan recommends 11 priority improvements to the motorized and non-motorized transportation system (order does not reflect importance).**

1. Broadway – Reduce congestion and improve pedestrian access and safety along Broadway.
2. Waterfront – Provide for well-marked and safe pedestrian and vehicle travel along the waterfront. Significant wayfinding improvements are needed between docks and to and from the docks and town. Complete a system of connected, landscaped pedestrian paths and parks between waterfront destinations.
3. Stream Walk – Complete Phase II Pullen Creek Stream Walk/Municipal Loop from Congress Way to gold rush era historic properties and City Museum (then connect to Broadway Business District)
4. Spring Street – Reduce congestion and improve pedestrian access and safety along Spring St.
5. Tour Traffic – Eliminate from some residential neighborhoods
6. Main Street – Install bike lanes and sidewalks on both sides
7. State Street – Eliminate blind corner turns onto State St, add crosswalks at intersection with 8<sup>th</sup> Ave.
8. Skagway School – Improve pedestrian movement, crossings, and safety around School . Enforce speed limits.
9. Parking – Education about new municipal parking lots, incentives to use them, and enforcement of 2-hour parking limits.
10. Enforcement – Enforce speed limits around school. Consider movable speed bumps. In May especially, enforce and ticket for speed and traffic violations around Broadway to get rules established at start of tour season.
11. Public Transportation – Change morning hours to facilitate worker use and eliminate some parking demand, incentivize seasonal employee use.

## 1 Broadway – Waterfront to Seventh Avenue

Recommendation A - Make Broadway a one-way street (from south to north) between the waterfront and 7<sup>th</sup>, 9<sup>th</sup> or 10<sup>th</sup> (or the whole street) for a trial month or season (May 1-October 1). This addresses many concerns and opportunities at once:

- reduces vehicle congestion
- gives room/options to spread pedestrian out
- better organizes walking-driving-biking movement
- eliminates most empty tour buses on Broadway
- allows room for some combination of designated 'Photo Stops', moveable 'Pop-Up Parklets' like those the OASIS committee is thinking about to add needed spots for pedestrians to sit as well as generate some fun and buzz, or a bike lane.

State Street would end up hosting the north to south traffic in a loop with the portion of Broadway that becomes one-way. 7<sup>th</sup>, 9<sup>th</sup>, or 10<sup>th</sup> Avenue (rather than 8<sup>th</sup>) is chosen as possible end of one-way traffic (if not whole street) in order to avoid adding turning traffic at corner by Library (8<sup>th</sup> and State).

Recommendation B - Install crosswalks at the intersections of Broadway and 2<sup>nd</sup> Avenue (all ways). Traffic flow and pedestrian safety here will be served by adding defined crosswalks and possibly a crossing guard. Also install crosswalks at some (5<sup>th</sup> Avenue) or all the other intersections through 6<sup>th</sup> Avenue. Paint is the simplest technique, but requires update at least every spring. If desired, pain can also be used for interesting designs (such as to look like a wooden boardwalk). An alternative in Skagway (given lack of asphalt) is a colored concrete crosswalk, possible with historic-themed stamps.

Recommendation C - In To accommodate visitor foot traffic, widen the sidewalk from the Broadway Dock to 1<sup>st</sup> Avenue. Also, widen the boardwalks in the historic district along Broadway to accommodate visitor foot traffic and to keep visitors from walking in the street. Maintain ongoing and sufficient funding to continue aggressively repairing, cleaning, and maintaining the wooden boardwalks.

Recommendation D - It is likely that the e-scooters and e-bikes trends communities in the Lower 48 are experiencing will soon make their way to Skagway, perhaps as offerings by private tour companies. The Municipality should determine rules and infrastructure needed for these vehicles soon to mitigate conflicts with the historic district along Broadway, pedestrian access (blocking of sidewalks), and other vehicles.

## 2 Along the Waterfront

Recommendation A - Wayfinding and signage will improve the situation:

- Integrate wayfinding marks into sidewalks, coordinating with the "Welcome to Skagway" wayfinding maps.
- Develop better wayfinding signage and guideposts (including maps) around/to/at docks and through town that also communicates Skagway's history.
- Consider adding sign for what ship is docked at each dock (which would require changing each morning or historically appropriate electronic displays (e.g. split-flap display/Solari boards)).
- Add sign at end of Ore Dock (heading into town) to direct pedestrians to walkway.
- Create Ferry Terminal signage: "Welcome to Skagway," and for departing the historic district "Ferry Terminal Ahead" or "Dead End" or "Cruise ships not accessible."
- Use universally understood symbols, such as WC for restroom, and for information.

Recommendation B – Install a system of connected, landscaped walking paths and parks/green space between waterfront destinations, and from the waterfront to the City Museum, gold rush era historic structures, and the Broadway historic shopping district. Connected pedestrian paths and more green space help direct the movement of people, better separate people and vehicles, make the movement of people more pleasant, provide buffers between differing uses, offer some protection from the wind (and dust), and provide an amenity that will be enjoyed by residents and visitors alike. Connect to airport and Temsco Helicopters as well (add Artic Tern warning signs). Also see Future Growth Map X-X.

### **3 Pullen Creek Stream Walk / Municipal Loop**

Recommendation A – Complete Phase II of the Pullen Creek Stream Walk

Recommendation B – Add a crosswalk crossing 2nd Avenue just after the railroad tracks to connect the trail along Pullen Pond with the Stream Walk. The Skagway School “Krosswalk Kids” suggest, “We would love to see salmon painted between the two white lines, honoring Pullen Creek as a vibrant salmon spawning river.” Also, see crosswalk recommendations for Spring Street.

### **4 Spring Street Area**

Recommendation A - To increase pedestrian safety, add sidewalks on Spring Street: 1) from 7<sup>th</sup> Avenue to 10<sup>th</sup> Avenue, 2) on the east side of Spring Street from 3<sup>rd</sup> Avenue to 5<sup>th</sup> Avenue, and 3) complete the sidewalk along the north side of 2<sup>nd</sup> from Spring Street to the railroad tracks.

Recommendation B - Many visitors cross 2<sup>nd</sup> Avenue where the sidewalk terminates at Spring Street; add two crosswalks at this intersection, across 2<sup>nd</sup> Avenue and across Spring Street. As the Skagway School “Krosswalk Kids” note (*with minor edits*), “people parking in the large, new parking lot would use the crosswalk to cross over to the train depot. Another use is for the trainloads of people who get off the train at the depot and want to cross to board the SMART Bus at the bus stop. It would also provide a gateway to the shopping district for people coming or leaving downtown by way of the Railroad Dock.” The crosswalk across Spring Street will direct those exiting the Pullen Creek Stream Walk to cross over and enter the downtown shopping district.

Recommendation C – The roadway at the corner of Spring Street and 5<sup>th</sup> Avenue in front of the Historic Moore Homestead is too narrow, which increases congestion; this is due to the small right-of-way. The Municipality and National Park Service must work together to find an acceptable solution- which could include restricting tour vehicle use, widening the road, or other options.

### **5 Restrict Tour Traffic in Some Residential Areas**

Recommendation A – Designated routes or restrictions to minimize bus and tour traffic in residential areas should be established and enforced. The main ideas to consider are:

- “Fraser station” bus pick up/drop off should be moved back to Shops area and out of residential area.
- Prohibit tour vehicles (buses, vans) on Alaska Street and Main Street, restrict to Broadway and Alaska Street, and possibly Spring Street. Companies could apply for an exception if needed. This would be particularly important if all or a part of Broadway is made one-way to vehicles in summer.

- Allow tour vehicles (buses, vans) only on the following Avenues: 1<sup>st</sup>, 2<sup>nd</sup>, 4<sup>th</sup>, 5<sup>th</sup> & 12<sup>th</sup> Avenues so they can serve as cross streets between State and Broadway. Prohibit tour traffic on 3<sup>rd</sup> Avenue, 6<sup>th</sup> -11<sup>th</sup> Avenue, and 13<sup>th</sup> -23<sup>rd</sup> Avenue. This would allow continued use by longtime companies such as Klondike Tours on 12<sup>th</sup> Avenue, Chilkoot Charters on 4<sup>th</sup> Avenue, and Sockeye Cycle on 5<sup>th</sup> Avenue.
- Prohibit tour vehicle and avenues in between State Street and Alaska Street, while allowing tour traffic on State Street and Broadway
- As part of Seven Pastures Master Planning (see Recreation chapter), determine if tour vehicles should be allowed or prohibited in Seven Pastures recreation area.

If Recommendation A is not implemented, ways to improve the flow of tour traffic include:

- Tour vehicles are frequently empty when returning to cruise ship docks. When traveling to the Railroad Dock, require these vehicles —either through law or tourism management best practices—to restrict their routes across Broadway to 2nd Avenue or 5th Avenue.
- Tour vehicles frequently travel very slowly to allow their riders to view the surroundings, this behavior cause slowdowns for following vehicles. Tour vehicles wishing to travel slower than 15 mph should be required to pull over and stop.

## 6 Main Street (and north Alaska Street)

Recommendation A - Enhance Main Street's safety and use as a residential street during future repaving and upgrade by narrowing it (11 foot lanes are common in residential areas today) to add sidewalks with ADA curbs and bike lanes on both sides from the waterfront to 23<sup>rd</sup> Avenue.

Recommendation B – Prioritize adding missing sidewalk on the west side of Main from 22<sup>nd</sup> to 23<sup>rd</sup> Avenue by Big/Little Dippers, now families and seniors must walk in the road. Vehicles also speed here when turning onto Main Street off of Klondike Highway/23<sup>rd</sup> Avenue, which is viewed as alternative to avoid traffic on State or Broadway. Prioritize enforcement of speeding laws in this area.

Recommendation C - Add crosswalks at:

- On three sides at Main Street and 8<sup>th</sup> Avenue. Crosswalk Kids report that Mighty Munchkins escorts large groups of children across the Main and 8<sup>th</sup> Avenue intersection multiple times daily, year round, as they head north and east to the school, library, Molly Walsh Park, and Pullen Pond. The daycare owner felt crosswalks would be a significant aid in safe crossing, she reports often standing in the center of Main Street like a crossing guard (on State Street too) and sometimes traffic does not stop in both directions so she gets halfway across, then they must return to the side they started on and try again.
- Across Alaska Street where it meets 23<sup>rd</sup> Avenue/Klondike Highway at the north end of town. This crosswalk would connect the sidewalk with the pedestrian bridge to Seven Pastures. Tourists, crewmembers, locals, and kids from all three childcares use this crossing to access the recreation area across the Pat Moore Bridge.

## 7 Around Skagway School

Recommendation A - At intersection of 15<sup>th</sup> and Alaska Street, to improve the safety of students and all pedestrians:

- Install stop signs in both ways on Alaska Street where it intersects 15<sup>th</sup> Avenue.

- Add a crosswalk crossing 15<sup>th</sup> Avenue at Alaska Street.
- Consider finishing the 15<sup>th</sup> Avenue sidewalk all the way to the intersection with Alaska Street, although the grassy area there now is good for walking too.
- Prioritize speeding and traffic law enforcement here. Many residents have commented that vehicles speed in the school zone and do not respect stop signs. This area is a priority for Police Department enforcement of speeding and traffic laws. Ticketing, a strategically placed moveable sign in the fall when school starts that flashes vehicle speed, and movable or permanent speed bumps are options to consider.

Recommendation B - If possible, when redeveloping Garden City, do not make 16<sup>th</sup> Avenue a through street for the safety of students.

Recommendation C - There is an unofficial multi-use gravel trail on the dike next to Alaska Street across from the school to the Pat Moore pedestrian bridge on 23<sup>rd</sup> Avenue and from there to Seven Pastures Recreation area and along state land adjacent to the Skagway River. Designate this as a multi-use trail (consult with users and landowners on design and regulations). Work to connect it and complete a Loop Trail, along the west side of the Skagway River to connect to the pedestrian bridge across the river by the airport. This was the 3<sup>rd</sup> highest ranked trail improvement desired in the open-ended comments on the MOS Parks and Recreation Survey in late 2019. Also see Recreation Chapter for information.

## 8 State Street

Recommendation A– Expand line of sight for turning onto State Street. When stopped at stop signs to turn onto State Street or cross it, it is often a ‘blind corner’ with limited line of sight due to parked cars – especially RVs - on State Street. This poses a challenge for both drivers and walkers. Remedy this by enlarging the no-parking zone (about 20 feet now) by an additional 20 feet on either side of State Street at intersections, or by adding ‘bulb-out’ curbs at corners that are the width of a car, so pedestrians can stand out farther and see cars (and vice versa). Respondents to STC’s transportation safety survey overwhelmingly identified State Street as being the most difficult street on which to see traffic when pulling out from cross streets.

Recommendation B - Encourage the Alaska DOT&PF to add crosswalks at all intersections at State Street and 8<sup>th</sup> Avenue to accommodate pedestrian and cyclist crossing to and from the Library, a very popular destination for two nearby daycare businesses, residents, and many tourists and cruise crewmembers.

## 9 Parking

Recommendation A - Education about new municipal parking lots, incentives to use them, and enforcement of 2-hour parking limit may help solve concerns about parking all day in residential areas as well as lead to better use of municipal parking lots.

Recommendation B - Prohibit summertime parking north of the alley on the Spring Street curve, between 4<sup>th</sup> and 5<sup>th</sup> Avenues, since the narrow road width makes it difficult to see parked cars when heading south.

Recommendation C – Reduce parking need by encouraging use of SMART bus by summer workforce and encouraging earlier pick-up hours by bus (see public transportation section below).

## **10 Enforcement**

Recommendation A – Identify clear list of enforcement priorities and work with police to increase warnings and citations. Acquire boots or tow truck.

## **11 Public Transportation**

Recommendation A – Add morning SMART bus service around to include north end of town with 6:15 and 6:30 AM pick-ups for workers. Let seasonal businesses know about this, have flyers around town and incentivize morning bus commuting rather than driving.



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# TRANSPORTATION

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## Goal

**Provide an integrated, efficient, safe, and reliable transportation network that facilitates the movement of goods and people in and through Skagway.**

Skagway is an important transportation center in northern Southeast Alaska with more modes of access than anywhere else in the region.

There is well-developed road, marine, and air infrastructure providing access to and from Skagway with direct connections to Juneau, Alaska; Whitehorse, Yukon; and beyond. In addition, there is passenger rail service between Skagway; Fraser and Bennett, British Columbia; and Carcross, Yukon Territories.

## Status

### The Very Busy Port of Skagway

The Port of Skagway is a major economic driver in town. It is strategically located 90 miles northwest of Juneau (Alaska's capital city) at the northern terminus of the Lynn Canal and at the start of the Klondike Highway. This inter-modal transshipment port offers year-round ice-free moorage and connections between Alaska, the Yukon Territory, Northwest Territories, Asia, and Europe. Lying 110 road miles south of Whitehorse, and 14 miles south of the Canadian border, the Port of Skagway provides a two-day shipping advantage between the Yukon's mineral reserves and mines and Pacific Rim and south Asian markets. The Port also sees transshipment of northbound chilled fish, seafood, and other value-added products to Europe via Whitehorse International Airport, and via the Klondike Highway and highways with which it connects to US and Canadian population centers.

The port is the most highly used area of town in the summer. Both the transportation and tourism industries use the docking, staging and storage facilities. Hundreds of cruise ships use the docks each summer, with two to five ships commonly in port. State of Alaska ferries bring independent visitors from neighboring towns and faraway places, residents traveling home, and vehicles headed north up the Klondike Highway to interior Alaska and northwest Canada. Both cargo and fuel for Skagway and headed to and from the Yukon is on and offloaded through Alaska Marine Lines, municipal, and Petro Marine facilities. And, when mining is active ore transfer is through the ore terminal to large ships headed across the Pacific Ocean.

To satisfy these multiple needs with limited waterfront land, the western half of the Port is generally oriented to ore and fuel transshipment and air access; the central part of the port is oriented to general cargo and ferry movement; and the eastern half toward visitors, cruise ships, and small boat harbor-related uses. However, it's not quite that straightforward - - - cruise ships dock along all parts of the port so passengers are walking across every part of the waterfront and from there to and from town. The many waterfront workers and tour vans and buses are also regularly trying to cross all parts of the port. To help all these uses co-exist and users navigate correctly, clearly marked, attractive pedestrian paths that are well separated from roads are needed across the waterfront and to and from town.

During the comprehensive planning process, 76 residents ranked possible Capital Improvement Projects at a booth during the April Health Fair. Residents ranked two top priorities, one of which was “Port Improvements” that included “more seawalk restrooms, complete remediation of Ore Basin/Terminal area, partner with other entities for a 5<sup>th</sup> berth and other port development, and better separation & buffering of industrial and tourism uses of port”.

Currently, the MOS is working on the following in the Port:

- Push action on ore terminal remediation
- Determine a more active role and monetarily equitable role for the MOS in port management and operation
- Constructively participate in waterfront lease renewal negotiations
- Plan for infrastructure improvements to accommodate reasonable cruise ship industry growth, make the ore dock more multi-use by having a swinging rather than fixed ore loading arm, small boat harbor expansion, and possible relocation of some facilities to consolidate like uses and better segregate industrial/commercial port uses from visitor-oriented uses.
- Provide for clear and safe pedestrian and vehicle movement along the waterfront, between these uses, and between the port and town. Along with this, install a system of connected, landscaped walking paths and parks/green space between waterfront destinations and from the waterfront to the City Museum, gold rush era historic structures, and the Broadway historic shopping district.

## **Marine Access and Infrastructure**

### **Three Major Docks**

Railroad Dock The Railroad Dock is owned and operated by WPYR, the Railroad dock is 1,825 ft. long with two additional breasting dolphins and is up to 100 feet wide with a total berthing length of 2000 ft. Its primary use is to moor cruise ships in the summer, and it can tie up two large cruise ships. In the past, the dock was used for containerized and general bulk freight. There is an 800-foot railroad spur onto the dock as well as 80,000 sq. ft. of uncovered storage space.

Broadway Dock The Broadway Dock is owned by WPYR and is on land owned by the MOS and leased to WPYR. The Broadway Dock is primarily used for cruise vessels. It is comprised of a single berth with a dock length of 650 ft. and is capable of accommodating vessels up to 970 ft. This dock has been used in the past to transship timber.

Ore Dock Similar to the Broadway Dock, the Ore Dock is owned by WPYR and is on land owned by the MOS and leased to WPYR. This is a multi-purpose, multi-user dock that is 1600 ft. long or 1800 feet including dolphins. In the summer, the Ore Dock’s primary users are larger cruise ships. However, both in the summer and year-round the two other users are mining concentrate loading and transshipment and fuel transfer (see below).

## Ore Transshipment and Handling

The Ore Dock not only hosts cruise ships, but ore ships also tie up there to load and transport mining concentrate. The Ore dock has a 64,000-pound gross vehicle weight vehicle ramp and an ore transfer arm that can load 1,000 tons of mining concentrate per-hour. The ore transfer arm is in a fixed position jutting out from shore creating a tight fit for cruise ship moorage. If a swinging ore transfer arm was installed instead it could reduce space constraints and facilitate multi-use of this dock. There is also contamination from past lead ore transfer and dust in this area and surrounding marine sediments that must be remediated. See the Air, Land, and Water Quality section of this Plan (pages x to x) for a review.

Uplands adjacent to the Ore Dock host the Skagway Ore Terminal facility, which is on MOS land leased to the Alaska Industrial Development and Export Authority and operated by Mineral Services Inc. The terminal was rebuilt and refurbished to accommodate copper concentrate, which has been shipped through Skagway since 2007 (shipments stopped in early 2019 and are scheduled to resume in early 2020). There is also 120,000 sq. ft. of open storage adjacent to the Ore Dock that is well suited for large bulk cargos such as bulk dry goods, pipeline stock, heavy equipment, and timber.

When both an ore ship and cruise ship are in town there are scheduling and capacity conflicts. With mines closed down summer of 2019 this was not an issue, but the primary mine that has shipped ore through Skagway for several years reopened in late 2019 and these conflicts will likely return summer of 2020. When a shipment of ore is ready to load, it typically takes \_\_ to \_\_ hours.

## Fuel Transfer

The community's fuel transfer is through dockside fuel headers on the Ore Dock to Petro Marine Service bulk aboveground storage tanks. Fuel barges use this facility every \_\_ weeks in the summer and \_\_ weeks in the winter. When a fuel barge is in it needs about \_\_ days at the dock to offload product.

## General Cargo

Alaska Marine Lines (AML) AML delivers cargo via barge year round to Skagway on a weekly basis, landing at a short dock located between the Ore and Broadway Docks. AML leases the ramp and uplands from the MOS. The dock has 100-ton gross vehicle weight pass-pass capabilities with a 30-ton and 45 ton lifting capacity forklifts. Storage is available at the dock on an uncovered 100,000 sq. pad and a small 2, 000 sf covered storage building.

Skagway City Dock & Ferry Terminal The Municipality of Skagway and State of Alaska each own a portion of this dock that accommodates ferries, small cruise ships, and other commercial vessels. The dock and transfer bridge have 80-ton gross deck load capacity with a limited roll-on/roll-off barge capability. Typical users of this facility are Hamilton Construction, Amak Towing, Haines Skagway Fast Ferry, Cruise line Agencies, American Cruise lines, private Yachts, and some fishing vessels for working on nets. The staging area is adjacent to the dock and has 120,000 sq. ft. of fenced uncovered storage. This area is suitable for containers, lumber, scrap metal, general cargo, pipeline stock, and winter boat and vehicle storage. As of October 2019, the Municipality was pursuing a grant from the State of Alaska to replace the ferry float.

## Alaska Marine Highway System (AMHS) Facilities and Service

As noted above, the AMHS ferry lands on a state/municipal shared dock and staging area adjacent and just east of the Broadway Dock. This dock accommodates ferries, small cruise ships, and other commercial vessels. The AMHS also has a ferry terminal, which is on state land that will revert to MOS land if not used by AMHS (see Land Ownership map at Figure 7-4, page X).

Skagway is the northern terminus of Southeast Alaska's part of the AMHS, the State of Alaska-owned ferry service. Skagway has a long tradition of advocating for consistent ferry service. This fleet of car-carrying vessels serves all of southeast Alaska and also extends across 3,500 miles of the Pacific coastline, providing service to over 30 communities, from Bellingham, Washington, to Unalaska/Dutch Harbor, Alaska. The system is the only marine route recognized as a National Scenic Byway and All-American Road. Northbound travelers can access the system at Bellingham, Washington, and Prince Rupert, British Columbia; southbound travelers usually embark in Skagway or Haines. Each vessel in the system has an observation lounge, food service, and a solarium. Mainline vessels also feature stateroom accommodations.

Skagway was part of the original Chilkoot Motorship Lines that also served Tee Harbor and Haines in the late 1940s and was purchased by the territorial government in 1951. The AMHS has long been an important economic driver in the northern Lynn Canal, bringing independent visitors to and from Skagway, including many tour vans and buses, RVs and campers, and cyclists, as well as containers of fresh fish from Juneau processors connecting onto the US-Canada Road system. In 2018, about 19,600 passengers and 5,700 vehicles departed Skagway and about 22,000 passengers and 6,700 vehicles arrived in Skagway via the AMHS. In addition to bringing visitors to Skagway, the AMHS also (a) provides affordable transport of various goods, lowering the cost of living in Skagway, (b) connects residents with jet service, (c) provides access to health care services not available in Skagway, and (d) provides affordable school-related travel. A ferry service is vital for meeting the school, sports, social, and health care transportation needs of Skagway residents.

In the last decade there has been a steady erosion of financial support from the State of Alaska for the ferry system. Aging ferries and underfunded maintenance and operations culminated in fall 2019 with ferries laid up either to save money or for repairs and as a result drastically reduced ferry schedule to and from Skagway and no ferry service at all to or from many neighboring communities. Hundreds of residents, visitors, and vehicles were unexpectedly stranded in fall 2019 in a surprising system break down and lack of State support. As of November 2019, Skagway will only receive ferry service once a week for the winter.

The state is not transparent on the revenue generated by Lynn Canal traffic, so it is difficult to conduct economic analysis of system alternatives. While supporting the AMHS, Skagway is also conducting a sequence of independent studies<sup>1</sup> to prepare itself to make decisions as needed in the future on an independent or private-public alternative to the AMHS. It is also investigating what governance structure it would need to enable a ferry authority. Skagway will continue to document the economic importance of the AMHS for Skagway and advocate for funding for the AMHS directly to the state, via Southeast Conference, and other groups. Skagway is also preparing to implement alternatives to the AMHS if needed (e.g. private or municipal-supported ferry service).

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<sup>1</sup> Lynn Canal Ferry Service Revenue Analysis, McDowell Group, July 2016; Skagway Ferry Service Governance Models, McDowell Group, draft issued October 31, 2019

## Small Boat Harbor, Transient Vessel Moorage, Boat Yard

The Skagway Small Boat Harbor is a full-service marina with 104 slips for pleasure and commercial vessels up to 42 foot, and transient moorage to tie up vessels up to 150 feet. Transient moorage is on a space available, first come, first served basis. In 2018, there were 16 vessels on the waiting list for slip rentals (Figure T-1); though the waitlist is constantly changing, there has been one for several years. And, it only partly reflects the true demand, for example there can be a five-year wait for a 30 ft. slip, so some people don't bother to sign up. Also, because of the lack of fish recently the harbormaster has observed a decline in the use of the harbor by vessels in the 24 ft. to 30 ft. range. Almost 90% of Skagway's small boat harbor slips are occupied by either residents from Skagway (44) or Whitehorse (47). Those renting from out-of-town represent "outside" money drawn to Skagway due to its infrastructure investments and able management of the harbor.

Harbor amenities include seasonal potable water on all docks and seasonal restrooms and showers. There is a pump-out facility for holding tanks, and garbage receptacles at each ramp. Twenty-amp power is available at all docks. A harbor crane with a two-ton capacity is available on the ferry float. Haul-outs for shallow draft vessels up to 20 tons and 40 ft. are possible with a hydraulic trailer, and there is a tidal grid for larger vessels. A pressure washer is available to rent. The Harbor Master's Office and public restrooms are also at the small boat harbor; both facilities are undersized - the former for the work and personnel that is ongoing and the latter for the number of cruise ship patrons that wish to use the facilities. Both an updated, larger Harbor Masters Office and expanded restrooms are needed.

There is a large upland storage/boat yard adjacent to the harbor, with a new boat maintenance building available to rent bays to conduct boat repair work out of the weather, and power and water in available in some areas. Many boat owners from around the region to haul out their vessels and work on them in town due to the excellent workspace, and many elect to store their vessels for the winter in Skagway because Skagway's winter climate is drier and colder.

**Figure T-1 Skagway Small Boat Harbor Capacity, 2019 and after Expansion, and Wait List**

Slip Length	Number of Slips Now, and after Phase II Expansion		Number on Wait List	
	No. Slips 2019	No. Slips After Harbor Expansion	2014	2018
<b>24'</b>	21	32	4	2
<b>30'</b>	28	47	18	7
<b>36'</b>	29 (incl 14 charter)	31	8	5
<b>40'</b>	17	17	2	1
<b>42'</b>	9	9	1	1
<b>Total</b>	104	136	33	16
<b>Transient/Parallel Moorage (lineal feet)</b>	2,012 ft.	2,254 ft.		

*Source: MOS Harbor Master*

In 2011, a small boat harbor expansion (Phase 1) was completed that included:

1. demolition of existing moorage facility and seaplane float
2. partial dredging of the harbor basin
3. replacement of moorage floats a, b, c, d, and e
4. new gangways
5. utilized existing electrical components, new all-season water risers, new lighting

- single lane boat launch ramp with timber boarding float

Design is completed for a Phase II small boat harbor expansion that would satisfy the current waiting list and make room for more vessels to rent and larger or more vessels to tie up. The sense is that the demand has not peaked and that each vessel brings in annual rent or transient fees as well as related sales and activity in town when the boats are maintained, serviced and used. The Phase II project goals (Figure T-3) include:

- complete dredging for additional moorage floats
- construct sheet pile wall on the west side of harbor to increase the size of moorage basin
- integration of a sea walk leading to the wave barrier
- consider north wall or armored slope
- install float extensions and a new float with 24' and 30' fingers, increasing number of slips to 136 (21% increase) and adding lineal footage for transient vessels from 2,012 ft. to 2,254 ft.
- construct fuel & work float on west side of harbor
- provide a drive down facility with turnaround float & loading crane
- construct second boat launch lane

The current estimate for this work is \$18.21 million (PND Engineers).

Figure T-3 Phase II Small Boat Harbor Expansion Plans



## Other Uses of Port

Non-water dependent, but (for some) water-related or oriented use of the Port of Skagway and adjacent uplands include the Pullen Creek and Pond, the Pullen Creek RV Park, parking areas for waterfront users,

seasonal restaurants on leased municipal land, municipal restrooms, a pedestrian path/seawalk from the Railroad Dock to the small boat harbor and Congress Way, and landscaped parks and walking paths.

## **Tidelands Lease Expires in 2023**

Much of the Skagway waterfront is owned by the Municipality of Skagway and leased to the Pacific and Arctic Railway and Navigation Company (PARN), specifically 66.5 acres including portion of ATS 4, and Lots 11, 7, 12, Block 44 Portion of Lot 7, Block 45, Skagway, Alaska. The Land Ownership map at Figure 7-4 shows the area owned by the MOS. The PARN (now White Pass and Yukon Route (WPYR) Railroad) lease was signed in 1968 for 55 years. It expires in 2023. The land that the Ore Dock and Broadway Dock are built upon is included in this lease.

Since 2018, the WPYR Railroad – and thus the waterfront lease – is owned by a holding company that includes Ketchikan-based Survey Point and outside investors including Carnival Corporation. Under the lease, WPYR pays the Municipality an annual fee of \$127,000, with rental adjustments allowed every five years based on the property’s fair market value. However, the appraisal of the property at \$2.2 million had not changed in a decade. In 2018, the Skagway Assembly asked its appraiser, Horan & Co., to update the appraisal based on current use of the land. Its appraised value was \$2.44 million. The Assembly also asked the nationwide firm Integra to conduct an appraisal, which set the value of the leased tidelands at \$14.7 million. At that appraised value, the annual lease fee would be \$882,000. Objections and questions around both appraisals ensued. At this time, the MOS is seeking expert and legal advice about the conflicting appraisals.

In 2015, Skagway residents rejected a lease extension with WPYR, and the Municipality has been exploring options to move forward since that time. In October 2019, the Skagway Assembly stated the intent of the MOS to acquire majority control of the Port of Skagway post-2023, through a mechanism to be determined by response to a Request for Proposals (RFP) to be issued in early 2020 for the development, use, and preservation of the Port of Skagway. There are a variety of mechanisms that could allow for direct management.

## **Air Access and Infrastructure**

The Skagway Airport is a public-use airport owned by the State of Alaska and managed by the Department of Transportation Southcoast Region. The airport has one runway directionally designated 2/20 for the base and reciprocal ends respectively. The runway has an asphalt surface that measures 3,550 by 75 feet. As of October 2019, according to the Federal Aviation Administration, the surface of the runway was in good condition and the markings on the runway were in fair condition. The airport does not have a tower, but there is a small passenger building at the southern end.

Consolidation of small air carriers resulted in late 2019 of a single carrier, Alaska Seaplanes, providing the only scheduled air service to town. Alaska Seaplanes flies up to 7 times daily in summer and 3 times daily in winter to and from Skagway. Juneau is the top destination for departures from Skagway, followed by Haines. Charter service, weather permitting is also available.

According to the US Department of Transportation Bureau of Transportation Statistics (BTS), the number of passengers to and from Skagway has been declining for a few years (Figure T-4). Over 1 million pounds of combined freight and mail were shipped via the Skagway Airport in 2018. Note that freight



volume typically varies widely depending on the number of construction and other local projects. Mail volume was decreasing for a while in the US, but the increasing amount of online shopping is changing those trends.

Air access is also provided via a Temsco Heliport, located on the west edge of the Skagway waterfront. Temsco offers many flightseeing tours in the summer, primarily for cruise ship visitors, but also offers year round flights for a variety of public, commercial, and industrial operations.

### White Pass Yukon Route Railroad Service

The White Pass & Yukon Route (WPYR) is a narrow-gauge railway running from Skagway to passenger rail service between Skagway; Fraser and Bennett, British Columbia; and Carcross, Yukon Territories. The WPYR climbs from sea level in Skagway to almost 3,000 feet at the summit of White Pass in just 20 miles and features steep grades of almost 4%. The tight curves of the pass called for a narrow-gauge railroad; rails are three feet apart on a 10-foot-wide roadbed.

Originally conceived of as an alternative to the Chilkoot and White Pass Trails for stampeders accessing the Klondike gold fields, WPYR was completed in 1900. After the gold rush, the WPYR carried significant amounts of ore and concentrates to Skagway to be loaded onto ore ships. When world metal prices plummeted in the early 1980s, many mines closed, and the WPYR suspended operations.

Then, in 1988, the WPYR reinvented itself as a tourist attraction. The line reopened in 1988 as an excursion railroad between Skagway and White Pass Summit. The active line was later extended to Bennett in the 1990s and to Carcross in 2007. This is a highly popular and profitable day tour for cruise ship visitors that independent travelers also enjoy.

### Motorized and Non-Motorized Transportation (Roads-Road Crossings-Sidewalks-Bike Lanes)

#### Road and Bridge Owners, Recent and Planned Improvements

##### State Roads and Bridges

State owned and managed roads in Skagway are the Klondike Highway, State Street in the townsite, the Dyea Road, and the Liarsville (Sanitarium) Road.

<b>Figure T-4 Skagway Airport, Scheduled and Charter Flight Data</b>				
	2010	2015	2018	% Change '10-'18
<b>Number of Passengers</b>				
Arriving	8,195	8,444	7,003	-15%
Departing	8,081	8,236	6,524	-19%
Total	18,286	18,695	15,545	-15%
<b>Freight (pounds)</b>				
Arriving	295,797	148,583	482,960	63%
Departing	68,523	17,459	84,558	23%
Total	364,320	166,042	567,518	56%
<b>Mail (pounds)</b>				
Arriving	319,479	242,512	367,844	15%
Departing	145,741	80,753	91,716	-37%
Total	465,220	323,265	459,560	-1%

*Source: US BTS T-100 Domestic Market Data*

The Klondike Highway is one of three road access points in Southeast Alaska and runs 98 miles North towards Whitehorse Yukon until connecting with the Alaska Highway at mile 874.4. It's been open since the late 1970s. Alaska's Department of Transportation as well as the Yukon government's Department of Highways and Public Works maintain this highway year-round, allowing trucks, private cars and other commercial vehicles to reach the Port of Skagway. This highway and its bridges are regulated and managed for industrial transportation to allow overweight vehicles with a maximum gross vehicle weight of 170,000 lbs.

State Street will be repaved in tow phases, with utilities upgraded as needed, in beginning in late 2019-early 2021.

State bridges in Skagway include the Taiya River Bridge (#0309), the Skagway River Bridge at 23<sup>rd</sup> Avenue (#0308), and the cantilevered Captain William Moore Bridge (#1304), at 14-mile Klondike Highway.

The Skagway River Bridge inventory load rating is HS-18.0 and the bridge is posted with a speed restriction of 5 MPH for vehicles over 100,000 lbs., but no load posting is required. Overall the bridge is in satisfactory condition. No projects are scheduled at this time for the Skagway River Bridge per Alaska DOT&PF's statewide Design & Engineering Services.

Replacement of the Captain William Moore Bridge occurred in 2018–2019. The original 110-foot-long suspension bridge was built in 1976 at Milepost 9.5 of the Klondike Highway. It was too narrow to meet current highway standards and the larger trucks coming in and out of Skagway necessitated replacement. Rather than use the same suspension style, the new bridge is a roller-compacted concrete, which will handle the seismic activity of the gorge better. The new bridge is 150 feet west of the old Moore Bridge, and slightly changes the path on the Klondike Highway. Additionally, the lifespan of the new concrete bridge is longer than that of the original. The roller-compacted concrete embankment style does not lend itself to traditional load rating methods, but the design did incorporate the current American Association of State Highway and Transportation Officials (AASHTO) design vehicle in its analysis. As a result, the new structure is unlikely to be live load controlled and, as such, posting will not be required. Trucks will no longer be limited to crossing one at a time as they were on the old bridge. Though the old bridge will no longer be open to vehicles, it will still be open for pedestrians and used as a viewpoint for visitors.

The Taiya River Bridge on Dyea Road was originally rated to carry 10 tons/axel, but was reduced to five tons over 10 years ago. This bridge provides access to the Dyea Flats, the Chilkoot Trail trailhead, several commercial businesses, and at least 16 residences. Bridge rehabilitation performed in 2011-2012 replaced the timber deck, steel floor beams, steel stringers, and other items. As a result, the inventory load rating increased to HS-19.3 and load posting was no longer required. Overall, the bridge is in fair condition, as the rehabilitation project did not address the truss, abutments, or paint.

The previous derating of the Taiya River Bridge highlights the need to assess regularly the condition of area bridges so that emergencies can be prevented, and funding programmed in a systematic way to ensure repairs and maintenance are accomplished.

#### *Municipality of Skagway Roads and Bridges*

Municipality of Skagway owned and managed roads are all roads and sidewalks in the townsite except State Street. Municipal bridges include the North Nelson Slough Bridge and West Creek Bridge, both in

the Dyea area, and two footbridges across the Skagway River: one south of the airport that leads to Yakutania Point and the Pat Moore Memorial Footbridge adjacent to the Skagway River Bridge at 23<sup>rd</sup> Avenue that enables pedestrian access from the townsite to Seven Pastures Park.

**Summer is over so Skagway employee Eric Moseley jumps on Boardwalk Maintenance!**

Skagway voters approved a bond to improve Main Street, including adding or repairing sidewalks, adding a bike lane, and upgrading utilities. However, to avoid having State and Main Streets torn up at the same time, the Municipality has delayed this project until Main Street is complete. Given the delay, voter approval of the bond may be needed again.



*Sidewalk, Bike and Walking Paths*

Skagway's non-motorized transportation system includes:

A. Sidewalks and pedestrian paths:

- along both sides of Broadway and State Street
- along one side of Main Street (20 22<sup>nd</sup> Avenue)
- along one side of Alaska Street, from 15<sup>th</sup> Avenue south
- Spring Street lacks sidewalks for much of its length
- along at least one side of many Avenues
- Pat Moore Memorial bridge to access Seven Pastures Park, and an access road through the park along the river

B. Crosswalks

- see yellow colored crosswalks on Skagway School First Lego League Robotics Team map (Figure T-5)

C. Bike Lanes

- There are no marked bicycle lanes in Skagway. Bicyclists ride in the road throughout Skagway, on Dyea Road, and use the Klondike Highway or a very narrow striped shoulder along the Klondike Highway.

D. Multi-use paths at:

- a footbridge for pedestrians and cyclists across Skagway River, leading to hiking trails to Yakutania Pt.-Smuggler's Cove
- an ADA-accessible interpretative Stream Walk that follows the Pullen Creek from Pullen Pond to Congress Way and Dewey Lake hiking trailhead
- to and through Pullen Creek Pond Shoreline Park from the Railroad and Ore docks

- an unofficial path along the dike and airport boundary from the Pat Moore Memorial Footbridge to 12<sup>th</sup> Avenue

This plan's Recreation chapter discusses hiking and mountain biking trails.

## 11 Topics or Areas for Transportation Improvements

Specific recommendations for transportation improvements to roads, sidewalks, and bike lanes were developed using these information sources:

- planning and zoning commissioner ideas and discussion
- the planning consultant's team observations and analysis
- ranking of capital improvement priorities by 76 residents in April 2019 at a Comp Plan booth at the Health Fair
- recommendations of municipal staff
- a transportation improvement mapping activity
- a 2018 Skagway Traditional Council (STC) transportation safety survey with 120 residents responding (shared with their permission)
- a 2018 Municipality of Skagway and National Park Service (NPS) Klondike Gold Rush (KLGO) Transportation Advisory Group study
- a 2019 NPS KLGO Dyea Area Transportation Feasibility Study.
- a crosswalk analysis by the Skagway School First Lego League Robotics team

Some findings from the STC Transportation Safety Survey:

The STC 2018 survey found that a high level of concern about the safety of bicyclists. Seventy-two percent of respondents either strongly agreed (24%) or agreed (48%) this was a concern. State Street, Klondike Highway, Main Street, Alaska Street, and Dyea Road were identified as streets of particular concern for bike lanes or paths to improve bicyclists' safety.

Sixty-four percent of respondents in STC's 2018 transportation safety survey either strongly agreed (22%) or agreed (42%) that they were concerned about pedestrian safety.

Sixty-three percent of respondents either strongly agreed (32%) or agreed (31%) that sidewalks need to be improved in Skagway, with Main Street, Broadway, Alaska Street, and Spring Street identified as particular streets of concern.

Sixty-two percent of respondents either strongly agreed (23%) or agreed (39%) that crosswalks need to be improved, with State Street, Broadway, 4<sup>th</sup> Avenue, 2<sup>nd</sup> Avenue, and 5<sup>th</sup> Avenue identified as particular streets of concern.

To enhance pedestrian safety, the STC Survey respondents specifically suggested, the Municipality:

- Restrict tour traffic in residential areas and improve flow of tour traffic in other areas
- Improve pedestrian movement, crossings, and safety around the School
- Improve pedestrian movement, crossings, and safety around Little/Big Dippers
- Improve pedestrian movement, crossings, and safety on State Street

The Skagway 2030 Comprehensive Plan recommends 11 priority improvements to the motorized and non-motorized transportation system (order does not reflect importance). More details, information, and analysis for each recommended improvement, as well as specific objections and actions to accomplish, is in the remaining part of this chapter.

1. Broadway -- Reduce congestion and improve pedestrian access and safety along Broadway.
2. Waterfront – Provide for well-marked and safe pedestrian and vehicle travel along the waterfront. Significant wayfinding improvements are needed between docks and to and from the docks and town. Complete a system of connected, landscaped pedestrian paths and parks between waterfront destinations.
3. Stream Walk – Complete Phase II Pullen Creek Stream Walk/Municipal Loop from Congress Way to gold rush era historic properties and City Museum (then connect to Broadway Historic Business District)
4. Spring Street – Reduce congestion and improve pedestrian access and safety along Spring Street
5. Tour Traffic – Eliminate from some residential neighborhoods
6. Main Street – Install bike lanes and sidewalks on both sides
7. State Street – Eliminate blind corner turns onto State Street, add crosswalks at intersection with 8<sup>th</sup> Avenue
8. Skagway School – Improve pedestrian movement, crossings, and safety around School . Enforce speed limits.
9. Parking – Education about new municipal parking lots, incentives to use them, and enforcement of 2-hour parking limits
10. Enforcement – Enforce speed limits around school. Consider movable speed bumps. In May especially, enforce and ticket for speed and traffic violations around Broadway to get rules established at start of tour season.
11. Public Transportation – Change morning hours to facilitate worker use and eliminate some parking demand, incentivize seasonal employee use.

The Municipality should also submit transportation improvement projects - especially those on state roads - for inclusion in the Alaska DOT&PF Transportation Improvement Program (STIP). Skagway submitted no applications for state STIP funding for 2020-2023 under the Community Transportation Program. In addition collaboration is recommended among the MOS, STC, NPS, and others on funding for mutually beneficial projects.

Figure T-5. Crosswalks (existing and needed) Source: Skagway School First Lego League Robotics Team, 2019



### Broadway – Waterfront to Seventh Avenue

As visitation to Skagway increases, efforts to improve pedestrian safety and reduce congestion are a key part of managing impacts to help strike a balance between economic activity and quality of life. On Broadway, congestion and pedestrian safety is of concern with many visitors (and some residents) wandering into streets due to overcrowding, narrow sidewalks, and the lack of defined crossings. Over half of respondents to STC’s transportation safety survey either strongly agreed or agreed that pedestrian jaywalking is a problem in Skagway, with Broadway identified as the street of highest concern. The 2018 Skagway-NPS KLGO Transportation Advisory Group Study documented that:

**Pedestrian congestion on Broadway Street:** on a busy cruise ship day, Skagway can have over 10,000 cruise ship visitors in town, many of whom walk through downtown Skagway – particularly on Broadway Street. On “four-ship” days, pedestrian volume often exceeds the capacity of Broadway Street’s raised boardwalks, and pedestrians spill over and begin to walk in the street. Another issue is that pedestrians often walk backwards to take pictures and often do not look behind them for cars, buses or other vehicles. Essentially, this means that on busy days pedestrians have established themselves as the primary mode of transportation, and cars, buses and bicycles typically yield to pedestrians rather than the reverse.”

**Pedestrian crossing safety concerns:** Much of Broadway Street is within a historic district so there are no painted crosswalks at intersections. Pedestrians often cross mid-block (rather than at an intersection) and a common sight is a car blocked by a pedestrian taking pictures in the middle of this street.

**Other pedestrian safety issues:** Skagway residents drive slowly on Broadway during days of heavy pedestrian traffic, decreasing speeds and lowering the potential for accidents and personal injury.

**Recommendation A** - Make Broadway a one-way street (from south to north) between the waterfront and 7<sup>th</sup>, 9<sup>th</sup> or 10<sup>th</sup> (or the whole street) for a trial month or season (May 1-October 1). This addresses many concerns and opportunities at once:

- reduces vehicle congestion
- gives room/options to spread pedestrian out
- better organizes walking-driving-biking movement
- eliminates most empty tour buses on Broadway
- allows room for some combination of designated 'Photo Stops', moveable 'Pop-Up Parklets' like those the OASIS committee is thinking about to add needed spots for pedestrians to sit as well as generate some fun and buzz, or a bike lane.

State Street would end up hosting the north to south traffic in a loop with the portion of Broadway that becomes one-way. 7<sup>th</sup>, 9<sup>th</sup>, or 10<sup>th</sup> Avenue (rather than 8<sup>th</sup>) is chosen as possible end of one-way traffic (if not whole street) in order to avoid adding turning traffic at corner by Library (8<sup>th</sup> and State).

**Top: Park Avenue Pop-Up Parklet attracts a crowd in Anaconda, Montana. Source: AARP Livable Communities**

**Bottom: Two parking spots were used to set up a Pop-Up Parklet along the west side of Old Courthouse Square in Santa Rosa (source: Kent Porter / The Press Democrat) 2017.**



**Recommendation B** - Install crosswalks at the intersections of Broadway and 2<sup>nd</sup> Avenue (all ways). Traffic flow and pedestrian safety here will be served by adding defined crosswalks and possibly a crossing guard. Also install crosswalks at some (5<sup>th</sup> Avenue) or all the other intersections through 6<sup>th</sup>

Avenue. Paint is the simplest technique, but requires update at least every spring. If desired, pain can also be used for interesting designs (such as to look like a wooden boardwalk). An alternative in Skagway (given lack of asphalt) is a colored concrete crosswalk, possible with historic-themed stamps.

Recommendation C - To accommodate visitor foot traffic, widen the sidewalk from the Broadway Dock to 1<sup>st</sup> Avenue. Also, widen the boardwalks in the historic district along Broadway to accommodate visitor foot traffic and to keep visitors from walking in the street. Maintain ongoing and sufficient funding to continue aggressively repairing, cleaning, and maintaining the wooden boardwalks.

Recommendation D - It is likely that the e-scooters and e-bikes trends communities in the Lower 48 are experiencing will soon make their way to Skagway, perhaps as offerings by private tour companies. The Municipality should determine rules and infrastructure needed for these vehicles soon to mitigate conflicts with the historic district along Broadway, pedestrian access (blocking of sidewalks), and other vehicles.

### **Along the Waterfront**

The clarity, ease, and safety of visitor's experiences walking to and from their cruise dock to the historic district is vital to creating a welcoming environment and for businesses' success.

The 2018 Skagway-KLGO Transportation Advisory Group Study found that, "[Informal public] Input was gathered [on Sept 18] at the public library, the docks and at 5th/Broadway. Overall, the participants who answered questions at the public library (morning) and at 5th/Broadway (afternoon) had overwhelmingly positive things to say about wayfinding, the ease of moving through Skagway, and safety. This was also true at the docks in the morning. However, the input from visitors during the afternoon at the docks varied dramatically. Many people voiced confusion and uncertainty about how to find their cruise ship and how to get to the docks." Observations of the public and planning and zoning commissioners is that many, many tourists walk to the ferry dock rather than their cruise dock by mistake.

Recommendation A - Wayfinding and signage will improve the situation:

- Integrate wayfinding marks into sidewalks, coordinating with the "Welcome to Skagway" wayfinding maps.
- Develop better wayfinding signage and guideposts (including maps) around/to/at docks and through town that also communicates Skagway's history.
- Consider adding sign for what ship is docked at each dock (which would require changing each morning or historically appropriate electronic displays (e.g. split-flap display/Solari boards)).
- Add sign at end of Ore Dock (heading into town) to direct pedestrians to walkway.
- Create Ferry Terminal signage: "Welcome to Skagway," and for departing the historic district "Ferry Terminal Ahead" or "Dead End" or "Cruise ships not accessible."
- Use universally understood symbols, such as WC for restroom, and ⓘ for information.



**Recommendation B** – Install a system of connected, landscaped walking paths and parks/green space between waterfront destinations, and from the waterfront to the City Museum, gold rush era historic structures, and the Broadway historic shopping district. Connected pedestrian paths and more green space help direct the movement of people, better separate people and vehicles, make the movement of people more pleasant, provide buffers between differing uses, offer some protection from the wind (and dust), and provide an amenity that will be enjoyed by residents and visitors alike. Connect to airport and Temsco Helicopters as well (add Artic Tern warning signs). Also see Future Growth Map X-X.

**Pullen Creek Stream Walk / Municipal Loop**

Completing the Pullen Creek Stream Walk and Municipal Loop, and marketing this as a Walking Loop that is part nature, part historic/shopping district, will help relieve congestion and disperse visitors, but still get visitors get to the shopping district on Broadway.

The 2020 Comprehensive Plan encouraged creation of an interpretive walking trail along the Pullen Creek corridor that would tie together points of interest. In September 2013, the Municipality received a \$1.7 million grant from the Federal Highway Administration (matched by \$171,000 from the National Park Service) for the project. Phase I was completed in 2016, which stretches from the Broadway Dock to Congress Way and includes a gravel trail, attractive fencing to protect and reestablish vegetation, stream overlooks, replacement of a footbridge, a series of interpretive signs, and a dock on Pullen Pond. In late 2019, the MOS is completing work with private landowners that Pullen Creek runs through to enable work on the Stream Walk Phase II and obligate the remaining grant funds (a bit less than \$889,000) for design and construction. While the final route is not identified, the Phase II intent is to extend the Stream Walk from the Lower Dewey Lake Trail bridge, to the Pullen House property, and on to the City Museum. The Municipality is proceeding with design and construction via a contractor; available monies must be spent by the grant deadline of December 31, 2020.

**Recommendation A** – Complete Phase II of the Pullen Creek Stream Walk

**Recommendation B** – Add a crosswalk crossing 2nd Avenue just after the railroad tracks to connect the trail along Pullen Pond with the Stream Walk. The Skagway School “Krosswalk Kids” suggest, “We would love to see salmon painted between the two white lines, honoring Pullen Creek as a vibrant salmon spawning river.” Also, see crosswalk recommendations for Spring Street.

**Figure T- 6 Excerpt from Future Growth Map illustrating desired connected landscaped walking path from airport, across waterfront, through Pullen Creek Pond & Shoreline Park, to Pullen Creek Stream Walk**

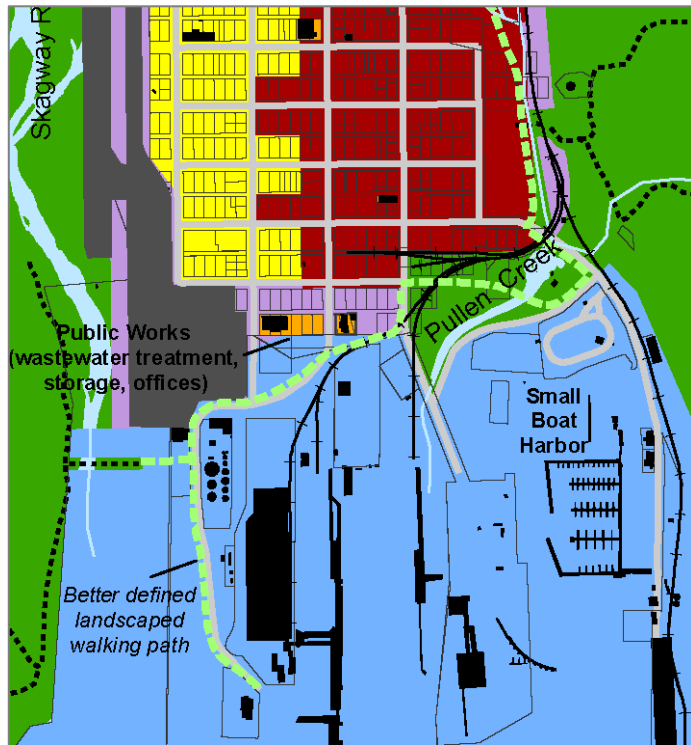


Figure T-7 Conceptual Map Pullen Creek Stream Walk, Source: Southeast Alaska Watershed Coalition website



### Spring Street Area

Spring Street is a well-used pedestrian and vehicle thoroughfare that lacks sidewalks and is narrower in sections than most streets. For much of its length and visitors frequently walk in the street.

**Recommendation A** - To increase pedestrian safety, add sidewalks on Spring Street: 1) from 7<sup>th</sup> Avenue to 10<sup>th</sup> Avenue, 2) on the east side of Spring Street from 3<sup>rd</sup> Avenue to 5<sup>th</sup> Avenue, and 3) complete the sidewalk along the north side of 2<sup>nd</sup> from Spring Street to the railroad tracks.

**Recommendation B** - Many visitors cross 2<sup>nd</sup> Avenue where the sidewalk terminates at Spring Street; add two crosswalks at this intersection, across 2<sup>nd</sup> Avenue and across Spring Street. As the Skagway School “Krosswalk Kids” note (*with minor edits*), “people parking in the large, new parking lot would use the crosswalk to cross over to the train depot. Another use is for the trainloads of people who get off the train at the depot and want to cross to board the SMART Bus at the bus stop. It would also provide a gateway to the shopping district for people coming or leaving downtown by way of the Railroad Dock.” The crosswalk across Spring Street will direct those exiting the Pullen Creek Stream Walk to cross over and enter the downtown shopping district.

Figure T-8 Crosswalks needed Spring Street and 2<sup>nd</sup> Avenue vicinity. Source: Skagway School First Lego League Robotics team



**Recommendation C** – The roadway at the corner of Spring Street and 5<sup>th</sup> Avenue in front of the Historic Moore Homestead is too narrow, which increases congestion; this is due to the small right-of-way. The Municipality and National Park Service must work together to find an acceptable solution- which could include restricting tour vehicle use, widening the road, or other options.

## Restrict Tour Traffic in Some Residential Areas

More tours are traveling through the side streets to show people what the neighborhoods look like which negatively impacts the quality of life for residents and increases safety hazards for pedestrians. There are currently no areas where tour traffic is restricted.

Recommendation A – Designated routes or restrictions to minimize bus and tour traffic in residential areas should be established and enforced. The main ideas to consider are:

- “Fraser station” bus pick up/drop off should be moved back to Shops area and out of residential area.
- Prohibit tour vehicles (buses, vans) on Alaska Street and Main Street, restrict to Broadway and Alaska Street, and possibly Spring Street. Companies could apply for an exception if needed. This would be particularly important if all or a part of Broadway is made one-way to vehicles in summer.
- Allow tour vehicles (buses, vans) only on the following Avenues: 1<sup>st</sup>, 2<sup>nd</sup>, 4<sup>th</sup>, 5<sup>th</sup> & 12<sup>th</sup> Avenues so they can serve as cross streets between State and Broadway. Prohibit tour traffic on 3<sup>rd</sup> Avenue, 6<sup>th</sup> -11<sup>th</sup> Avenue, and 13<sup>th</sup> -23<sup>rd</sup> Avenue. This would allow continued use by longtime companies such as Klondike Tours on 12<sup>th</sup> Avenue, Chilkoot Charters on 4<sup>th</sup> Avenue, and Sockeye Cycle on 5<sup>th</sup> Avenue.
- Prohibit tour vehicle and avenues in between State Street and Alaska Street, while allowing tour traffic on State Street and Broadway
- As part of Seven Pastures Master Planning (see Recreation chapter), determine if tour vehicles should be allowed or prohibited in Seven Pastures recreation area.

If Recommendation A is not implemented, ways to improve the flow of tour traffic include:

- Tour vehicles are frequently empty when returning to cruise ship docks. When traveling to the Railroad Dock, require these vehicles —either through law or tourism management best practices—to restrict their routes across Broadway to 2nd Avenue or 5th Avenue.
- Tour vehicles frequently travel very slowly to allow their riders to view the surroundings, this behavior cause slowdowns for following vehicles. Tour vehicles wishing to travel slower than 15 mph should be required to pull over and stop.

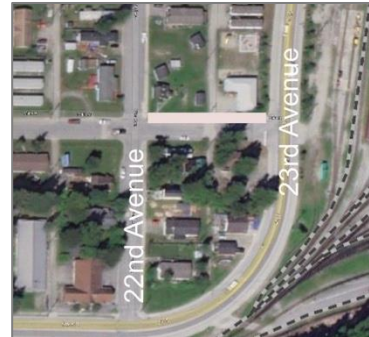
## Main Street (and north Alaska Street)

Main Street is one of the major residential streets in town. Mighty Munchkins childcare is located at 8<sup>th</sup> Avenue and Main Street. Little Dippers Daycare/Big Dippers Senior Center is located at 22<sup>nd</sup> Avenue and Main Street.

Recommendation A - Enhance Main Street's safety and use as a residential street during future repaving and upgrade by narrowing it (11 foot lanes are common in residential areas today) to add sidewalks with ADA curbs and bike lanes on both sides from the waterfront to 23<sup>rd</sup> Avenue.

Recommendation B - Prioritize adding missing sidewalk on the west side of Main from 22<sup>nd</sup> to 23<sup>rd</sup> Avenue by Big/Little Dippers, now families and seniors must walk in the road. Vehicles also speed here when turning onto Main Street off of Klondike Highway/23<sup>rd</sup> Avenue, which is viewed as alternative to avoid traffic on State or Broadway. Prioritize enforcement of speeding laws in this area.

Figure T-9 Missing sidewalk Segment



Recommendation C - Add crosswalks at:

- On three sides at Main Street and 8<sup>th</sup> Avenue. Krosswalk Kids report that Mighty Munchkins escorts large groups of children across the Main and 8<sup>th</sup> Avenue intersection multiple times daily, year round, as they head north and east to the school, library, Molly Walsh Park, and Pullen Pond. The daycare owner felt crosswalks would be a significant aid in safe crossing, she reports often standing in the center of Main Street like a crossing guard (on State Street too) and sometimes traffic does not stop in both directions so she gets halfway across, then they must return to the side they started on and try again.
- Across Alaska Street where it meets 23<sup>rd</sup> Avenue/Klondike Highway at the north end of town. This crosswalk would connect the sidewalk with the pedestrian bridge to Seven Pastures. Tourists, crewmembers, locals, and kids from all three childcares use this crossing to access the recreation area across the Pat Moore Bridge.

## Around Skagway School

Main and Alaska Streets are the main north-south residential streets in the townsite and surround the Skagway School. Pedestrians and cyclists frequently use both these quieter streets with less traffic.

There are two crosswalks at the School, one crossing Main Street at 15<sup>th</sup> Avenue, and the other crossing 15<sup>th</sup> Avenue at Main Street to the school entrance.

Recommendation A - At intersection of 15<sup>th</sup> and Alaska Street, to improve the safety of students and all pedestrians:

- Install stop signs in both ways on Alaska Street where it intersects 15<sup>th</sup> Avenue.
- Add a crosswalk crossing 15<sup>th</sup> Avenue at Alaska Street.
- Consider finishing the 15<sup>th</sup> Avenue sidewalk all the way to the intersection with Alaska Street, although the grassy area there now is good for walking too.

- Prioritize speeding and traffic law enforcement here. Many residents have commented that vehicles speed in the school zone and do not respect stop signs. This area is a priority for Police Department enforcement of speeding and traffic laws. Ticketing, a strategically placed moveable sign in the fall when school starts that flashes vehicle speed, and movable or permanent speed bumps are options to consider.

Recommendation B - If possible, when redeveloping Garden City, do not make 16<sup>th</sup> Avenue a through street for the safety of students.

Recommendation C - There is an unofficial multi-use gravel trail on the dike next to Alaska Street across from the school to the Pat Moore pedestrian bridge on 23<sup>rd</sup> Avenue and from there to Seven Pastures Recreation area and along state land adjacent to the Skagway River. Designate this as a multi-use trail (consult with users and landowners on design and regulations). Work to connect it and complete a Loop Trail, along the west side of the Skagway River to connect to the pedestrian bridge across the river by the

**Figure T-10 Illustration of Loop Trail Concept**



airport. This was the 3<sup>rd</sup> highest ranked trail improvement desired in the open-ended comments on the MOS Parks and Recreation Survey in late 2019. Also see Recreation Chapter for information.

### State Street

This is the major state-owned thoroughfare through town and is the corridor for industrial truck traffic to the Ore Terminal. There are crosswalks parallel State Street (not crossing it) on both sides of the street at 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Avenues, and a crosswalk across State Street on the south side of 15<sup>th</sup> Avenue to assist with walking to School.

Recommendation A– Expand line of sight for turning onto State Street. When stopped at stop signs to turn onto State Street or cross it, it is often a ‘blind corner’ with limited line of sight due to parked cars – especially RVs - on State Street. This poses a challenge for both drivers and walkers. Remedy this by enlarging the no-parking zone (about 20 feet now) by an additional 20 feet on either side of State Street at intersections, or by adding ‘bulb-out’ curbs at corners that are the width of a car, so pedestrians can stand out farther and see cars (and vice versa). Respondents to STC’s transportation safety survey overwhelmingly identified State Street as being the most difficult street on which to see traffic when pulling out from cross streets.

**Two examples of corner ‘bulb outs’ and integrated crosswalks, which extend the sidewalk into the street, shortening the distance a pedestrian has to walk, improving line of sight for both drivers and pedestrians, and slowing auto traffic.**



Recommendation B - Encourage the Alaska DOT&PF to add crosswalks at all intersections at State Street and 8<sup>th</sup> Avenue to accommodate pedestrian and cyclist crossing to and from the Library, a very popular destination for two nearby daycare businesses, residents, and many tourists and cruise crewmembers.

## **Parking**

A majority of respondents to STC’s 2018 transportation safety survey strongly agreed (36%) or agreed (30%) respectively) that there is not enough parking available during the summer months and identified Broadway, State Street, 2<sup>nd</sup>- 7<sup>th</sup> Avenues as of particular concern.

The Municipality leases the land for two, daytime-only surface parking lots during the summer. One is located at Spring Street and 2<sup>nd</sup> Avenue, and the other is located at State Street and 1<sup>st</sup> Avenue, adjacent to the Public Utilities Building (Old Police Station).

Parking on Broadway in the historic district is restricted to twenty minutes. In 2019, the Municipality worked with the State of Alaska to implement two-hour parking on State Street and two-hour parking on the east-west avenues between State Street and Broadway in the historic district. There is some concern that these rules will push drivers and visitors wishing to park all day to park in nearby residential areas.

Recommendation A - Education about new municipal parking lots, incentives to use them, and enforcement of 2-hour parking limit may help solve concerns about parking all day in residential areas as well as lead to better use of municipal parking lots.

Recommendation B - Prohibit summertime parking north of the alley on the Spring Street curve, between 4<sup>th</sup> and 5<sup>th</sup> Avenues, since the narrow road width makes it difficult to see parked cars when heading south.

Recommendation C – Reduce parking need by encouraging use of SMART bus by summer workforce and encouraging earlier pick-up hours by bus (see public transportation section below).

## **Enforcement**

During 2030 Comprehensive Plan development, Skagwegians expressed frustration with the lack of traffic enforcement. Residents want to see tickets and fines issued for those running stop signs, speeding, and not following parking rules.

Recommendation A – Identify clear list of enforcement priorities and work with police to increase warnings and citations. Acquire boots or tow truck.

## **Public Transportation**

Public transit is a basic service offered by municipalities to serve residents and visitors. In the early 2000s, the Municipality of Skagway initiated a public transit service by putting out a request for proposals to provide publicly funded transit service. This was in response to demands by visitors for transportation not linked to more expensive tours, by visitors when tours are not available, and from residents who don't have cars or want to reduce their emissions. The Skagway Municipal and Regional Transit (SMART) bus currently runs from the docks to town and to some commercial destinations across the Skagway River Bridge at 23<sup>rd</sup> Avenue. Fees are \$2 per person each way or \$5 for an all-day pass. The buses are equipped with wheelchair lifts. The SMART bus operates from May 1 to October 1 with daily service 7 a.m. to 9 p.m. There are two routes:

- 7 a.m. to 9 p.m.—Buses run in a loop every 20 minutes between all cruise ship docks and town, with stops at 3<sup>rd</sup>, 5<sup>th</sup> & 7<sup>th</sup> Avenues.
- 10 a.m. to 5 p.m.—Buses run in a loop every 30 minutes between 3<sup>rd</sup> Avenue and the north end of town, with stops at 3<sup>rd</sup>, 5<sup>th</sup>, & 7<sup>th</sup> Avenues, the Gold Rush Cemetery road, Alaska 360, Jewell Gardens, and 21<sup>st</sup> Avenue.

With timing that doesn't include regular morning commuting times and with stops limited in the townsite in the early morning the, through-town route does not serve residents wishing to use public transportation to get to work. If SMART buses provided this service, it could reduce vehicle congestion and the need for parking in downtown.

Recommendation A—Add morning SMART bus service around to include north end of town with 6:15 and 6:30 AM pick-ups for workers. Let seasonal businesses know about this, have flyers around town and incentivize morning bus commuting rather than driving.

Figure T-12 summarizes ideas for improving non-motorized transportation infrastructure from the northern part of townsite south, per category of improvement and, the map on the following page is provided to illustrate areas where crosswalks, sidewalks, bike lanes, new policies, and other enhancements could improve both pedestrian and vehicular access and safety.

Figure T-12 Non-motorized Transportation Infrastructure Improvements, North-to-South per category	
<b>TABLE NEEDS UPDATED - OR IF DUPLICATIVE WITH REVISED OBJECTIVES AND ACTIONS, TABLE MAY BE ELIMINATED</b>	
Add sidewalks:	
<ul style="list-style-type: none"> <li>● Main Street from 22<sup>nd</sup> Avenue to State Street</li> <li>● 15<sup>th</sup> Avenue and Alaska Street (access to school)</li> <li>● Main Street from 12<sup>th</sup> Avenue to 13<sup>th</sup> Avenue from Rec Center to crosswalk at 13<sup>th</sup> Avenue</li> <li>● Spring Street from 7<sup>th</sup> Avenue to 10<sup>th</sup> Avenue</li> <li>● East side of Spring Street from 3<sup>rd</sup> Avenue to 5<sup>th</sup> Avenue</li> <li>● South of 1<sup>st</sup> Avenue along north side of State Street (access to airport)</li> <li>● State Street near Ore Terminal as State Street curves towards Main Street</li> <li>● State Street between airport and Temsco</li> </ul>	
Widen sidewalks:	
<ul style="list-style-type: none"> <li>● Along Main Street (to accommodate biking children and pedestrians)</li> <li>● In historic district along Broadway (to accommodate visitor traffic and to keep more visitors from walking in the street)</li> <li>● From Broadway Dock to 1<sup>st</sup> Avenue and Broadway (to accommodate visitor traffic)</li> </ul>	
Add crosswalks, painted or raised, outside of historic district:	
<ul style="list-style-type: none"> <li>● 15<sup>th</sup> Avenue and Alaska Street (access to school)</li> <li>● 5<sup>th</sup> Avenue and State Street</li> <li>● 4<sup>th</sup> Avenue and State Street</li> <li>● 2<sup>nd</sup> Avenue and Spring Street</li> </ul>	
Add multi-use lanes and trails:	
<ul style="list-style-type: none"> <li>● Work with Alaska DOT&amp;PF to address safety concerns for pedestrian and bicycle traffic on Dyea Road</li> <li>● Multi-use trail on dike along Alaska Street to 23<sup>rd</sup> Avenue Bridge RECREATION</li> <li>● Bike lane on Alaska Street NO?</li> <li>● Bike lane on State Street</li> <li>● Bike lane on Main Street</li> <li>● Complete Pullen Creek 'Municipal Loop' walking path from Congress Way to City Hall</li> </ul>	



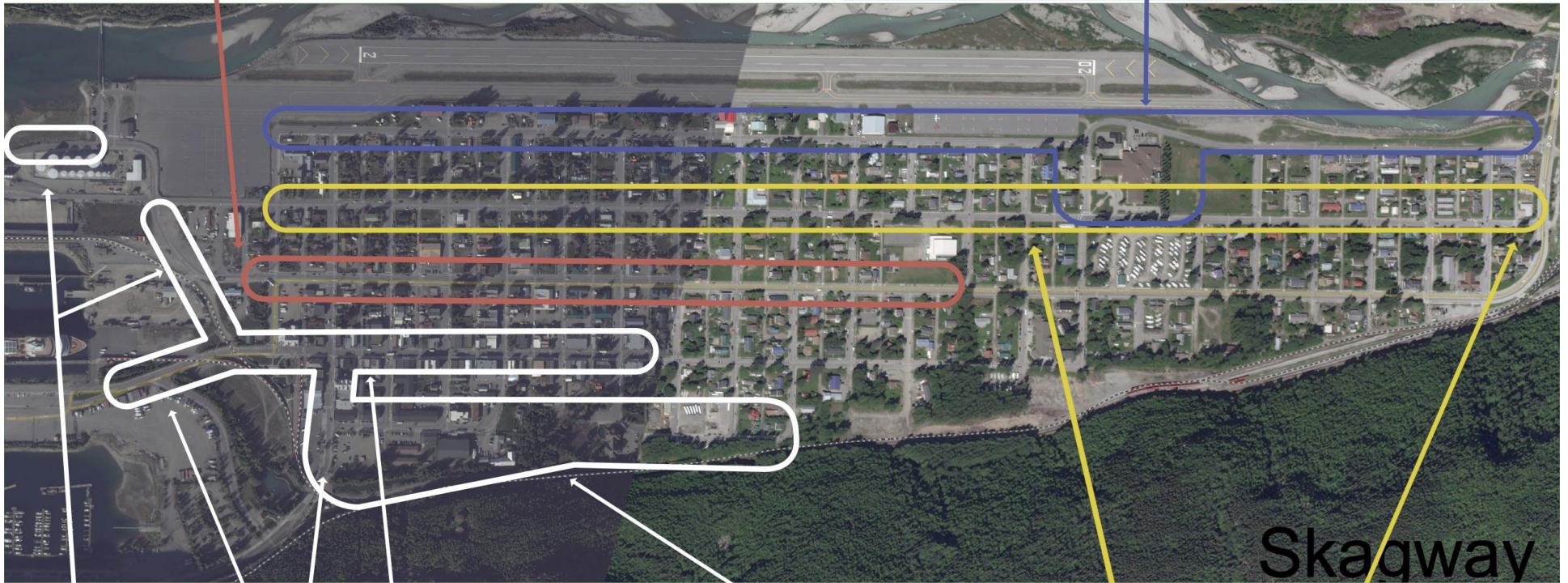
**NOTE: MAP NEEDS UPDATED**

## STATE STREET

- Add height restrictions for parking on State St. between 3<sup>rd</sup> & 8<sup>th</sup> Ave.
- Add crosswalks at 4<sup>th</sup> and 5<sup>th</sup> Ave.
- Restrict tour traffic to State St. and Broadway
- Add bike lane

## ALASKA STREET

- Consider adding stop signs in both ways on Alaska St. where it intersects 15<sup>th</sup> Ave.
- Sidewalk extension on 15<sup>th</sup> Ave. to Alaska St.
- Add crosswalk at Alaska St. & 15<sup>th</sup> Ave.
- No through street on 16<sup>th</sup> Ave. with Garden City Redevelopment
- Enforce speed limits, especially in school zone
- Bike lane on Alaska St. that joins multi-use trail on dike



## WATERFRONT — DOWNTOWN

- Sidewalk on State St. (Airport to Temsco) with cover or warning signs for terns
- Add Sidewalk on State St. south of 1<sup>st</sup> Ave. (airport access)
- Add historically fitting crossings on Broadway
- Widen sidewalks in historic district
- Widen sidewalk to Broadway Dock & add Ferry Signage
- Improve wayfinding for visitors
- Add crosswalk or crossing guard to 2<sup>nd</sup> Ave. and Broadway
- Sidewalk on Spring St. between 7<sup>th</sup> & 10<sup>th</sup> Ave.
- Sidewalk on Spring St. between 3<sup>rd</sup> & 5<sup>th</sup> Ave
- No parking on Spring St as it curves to 5<sup>th</sup> Ave.
- Add crosswalk at 2<sup>nd</sup> Ave. and Spring St.
- Complete Pullen Creek Stream Walk

## MAIN STREET

- Add sidewalk on Main St. between 22<sup>nd</sup> Ave. & State St.
- Enforce speed limits
- Widen sidewalks
- Add bike lanes

# Challenges & Opportunities for the Future

## NEED TO UPDATE LIST TO MORE CLEARLY MATCH 11 PRIORITIES AND RECOMMENDATIONS IN CHAPTER

1. There are specific locations in residential areas where marked crosswalks, improved or added sidewalks, and bike lanes would help increase safety for pedestrians, including students: length of Main Street and around Little Dippers Daycare, Alaska Street and around Skagway School, and State Street
2. The safety of visitors continues to be of concern given overcrowding of sidewalks and lack of defined crossings on Broadway
3. Wayfinding signs for visitors and improved landscaping between the docks and the historic district
4. Traffic flow can be improved, especially restricting most tour traffic from residential areas
5. Parking of tall vehicles along State Street makes crossing in a vehicle difficult
6. The 55-year lease of the Ore and Broadway docks by WPYR, signed in 1968, ends in 2023
7. Better separation of industrial and tourism uses of the Port
8. The small boat harbor is an asset for the community and attracts visitors from Whitehorse
9. The State of Alaska is a key partner given their ownership of various roads within and to Skagway (e.g. Klondike Highway)
10. Opportunities exist to maintain Skagway's excellent air quality through electrification

## Goals, Objectives, Actions

### Goal

**Provide an integrated, efficient, safe, and reliable transportation network that facilitates the movement of goods and people in and through Skagway.**

### 9 Objectives

- T 1 Improve pedestrian access and safety in residential areas
- T 2 Improve pedestrian access and safety in Waterfront-Downtown areas
- T 3 Provide adequate and safe parking
- T 4 Improve public transportation
- T 5 Maintain safe, year-round road access to and within Skagway
- T 6 Reduce Skagway's greenhouse gas emissions
- T 7 Increase municipal engagement in port management and municipal revenue from port use
- T 8 Manage the waterfront for effective and efficient mixed-use economic activity
- T 9 Maintain and improve marine access to and from Skagway

## Objectives and Actions

### ACTIONS NEED UPDATED TO MATCH TOPICS/RECOMMENDATIONS IN CHAPTER

#### Table Key

Time: S Short-term (0-2 years), M Mid-term (3-5 years), L Long-term (5-10 years), OG Ongoing

Funds Needed: L Low (\$0-99,999), M Mid (\$100,000-\$999,999), H High (\$1,000,000+), U Unknown

Objective/Action	Time	Resp	Funds
<b>T 1 Improve pedestrian access and safety in residential areas</b>			
<p>T 1A Restrict tour traffic in residential areas and improve flow of tour traffic in other areas via law or tourism management best practice</p> <ul style="list-style-type: none"> <li>● Require empty tour vehicles traveling to the Railroad Dock to restrict their routes across Broadway to 2<sup>nd</sup> Avenue or 5<sup>th</sup> Avenue</li> <li>● Require tour buses and vans wishing to travel slower than 15 mph to pull over and stop</li> <li>● Prohibit all tour traffic in Seven Pastures area</li> <li>● Prohibit tour traffic in residential areas (e.g. 3<sup>rd</sup> Avenue &amp; 6<sup>th</sup> Avenue and 22<sup>nd</sup> Avenue between Main Street and Alaska Street) while grandfathering in streets with current tour operators and allowing tour traffic on Alaska Street, Main Street, State Street, and Broadway with 1<sup>st</sup>, 4<sup>th</sup>, 5<sup>th</sup> &amp; 11<sup>th</sup> Avenues as cross streets</li> </ul> <p><u>OR</u></p> <ul style="list-style-type: none"> <li>● Prohibit all tour traffic on Alaska Street and Main Street and avenues in between State Street and Alaska Street, while allowing tour traffic on State Street and Broadway</li> </ul>	ST	MOS, DOT/PF, Tour Companies	
<p>T 1B Improve pedestrian movement, crossings, and safety around school</p> <ul style="list-style-type: none"> <li>● Add crosswalk, painted or raised, to 15<sup>th</sup> Avenue and Alaska Street (access to school)</li> <li>● Add sidewalk extension on 15<sup>th</sup> Avenue to intersection of 15<sup>th</sup> Avenue and Alaska Street</li> <li>● Enforce speed limit and laws restricting the running of stop signs in the school zone</li> <li>● Consider adding stop signs in both ways on Alaska Street where it intersects 15<sup>th</sup> Avenue</li> <li>● Consider use of moveable speed bumps</li> <li>● Ensure that 16th Avenue is not extended through to Main Street from State Street with redevelopment of Garden City (for traffic calming around school) depending on development needs</li> <li>● Assess desires of users and formally develop multi-use trail on dike along Alaska Street to 23<sup>rd</sup> Avenue Bridge</li> <li>● Add bike lane on Alaska Street</li> </ul>	MT	MOS, Police Dept.	
<p>T 1C Improve pedestrian movement, crossings, and safety around Little/Big Dippers</p>	MT	MOS, Police	

Objective/Action	Time	Resp	Funds
<ul style="list-style-type: none"> <li>● Add sidewalk Main Street from 22<sup>nd</sup> Avenue to State Street</li> <li>● Enforce speed limit in the area around Little Dippers Daycare</li> </ul>		<i>Dept.</i>	
<p>T 1D Improve pedestrian movement, crossings, and safety on State Street</p> <ul style="list-style-type: none"> <li>● Work with Alaska DOT&amp;PF to add crosswalk, painted or raised, across State Street at 4th, 5th, 6th, 8th, and 11th Avenues</li> <li>● Add bike lane on State Street</li> <li>● Address line of site issues by requiring a larger no parking zone at street intersections and/or adding ‘bulb-outs’ at corners that are the width of a car</li> </ul>	<i>ST</i>	<i>MOS, DOT/PF</i>	
<p>T 1E Add bike lanes and sidewalks on Main Street</p> <ul style="list-style-type: none"> <li>● Widen sidewalk along Main Street</li> <li>● Add bike lane on Main Street</li> </ul>	<i>MT</i>	<i>MOS</i>	
<p>T 1F Work with Alaska DOT&amp;PF to address safety concerns for pedestrian and bicycle traffic on Dyea Road</p>	<i>MT</i>	<i>MOS, DOT/PF</i>	
<b>T 2 Improve pedestrian access and safety in Waterfront-Downtown areas</b>			
<p>T 2A Improve pedestrian movement, crossings, and safety along Broadway from waterfront to 7th Ave</p> <ul style="list-style-type: none"> <li>● Widen sidewalks in historic district along Broadway</li> <li>● Continue to fund program to repair, clean, and maintain wooden sidewalks in the historic district</li> <li>● Explore historically fitting crossing alternatives for intersections on Broadway at 2nd through 6th Avenues</li> <li>● Alleviate congestion at 2<sup>nd</sup> Avenue and Broadway by adding crosswalks, crossing guard, or roundabout</li> <li>● Consider bringing back the roving Skagway CVB person or Community Officer that assists visitors on the streets</li> <li>● Consider experimenting with one-way traffic (south to north) on Broadway (2nd Avenue to 7th Avenue) during cruise season for one month (May 2020) or the entire 2020 season (May 1–October 1) to test its effectiveness</li> <li>● Widen sidewalk from Broadway Dock to 1<sup>st</sup> Avenue and Broadway</li> <li>● Determine rules and infrastructure needed for e-scooters and e-bikes to mitigate any conflicts with the historic district along Broadway, pedestrian access (blocking of sidewalks), and other vehicles</li> </ul>	<i>ST</i>	<i>MOS</i>	
<p>T 2B Improve pedestrian movement, crossings, and safety along Spring Street</p> <ul style="list-style-type: none"> <li>● Add sidewalk on Spring Street from 7<sup>th</sup> Avenue to 10<sup>th</sup> Avenue</li> <li>● Add sidewalk on the east side of Spring Street from 3<sup>rd</sup> Avenue to 5<sup>th</sup> Avenue</li> <li>● Add crosswalk at 2<sup>nd</sup> Avenue and Spring Street</li> </ul>	<i>ST</i>	<i>MOS</i>	

Objective/Action		Time	Resp	Funds
T 2C	<p>Improve pedestrian movement, crossings, and safety near airport</p> <ul style="list-style-type: none"> <li>Add sidewalks south of 1<sup>st</sup> Avenue along north side of State Street and along State Street near Ore Terminal as State Street curves towards Main Street (access to airport)</li> <li>Add sidewalk on State Street between airport and Temsco (this idea might require warnings covers to protect pedestrians from arctic terns, and vice versa)</li> </ul>	MT	MOS	
T 2D	<p>Complete Phase II of the Pullen Creek stream walk path from Congress Way to City Hall</p> <ul style="list-style-type: none"> <li>Integrate wayfinding marks into sidewalks, coordinating with the “Welcome to Skagway” wayfinding maps</li> <li>Develop better wayfinding signage and guideposts (including maps) around/to/at docks and through town that also communicates Skagway’s history</li> <li>Consider adding sign for what ship is docked at each dock (which would require changing each morning or historically appropriate electronic displays (e.g. split-flap display/Solari boards))</li> <li>Add sign at end of Ore Dock (heading into town) to direct pedestrians to walkway</li> <li>Create Ferry Terminal signage for arriving in Skagway (e.g. “Welcome to Skagway”) and for departing the historic district (e.g. “Ferry Terminal Ahead” or “Dead End” or “Cruise ships not accessible”)</li> </ul>	ST	MOS	
T 2E	Improve wayfinding for visitors	ST	MOS	
<b>T 3 Provide adequate and safe parking</b>				
T 3A	<p>Restrict parking in certain areas:</p> <ul style="list-style-type: none"> <li>Height restrictions on parking on State Street between 3<sup>rd</sup> Avenue and 8<sup>th</sup> Avenue</li> <li>No parking north of the alley on the Spring Street curve between 4<sup>th</sup> Avenue and 5<sup>th</sup> Avenue</li> </ul>	ST	MOS, DOT/PF	
T 3B	<p>Enforce parking laws and assess impact on residential streets</p> <ul style="list-style-type: none"> <li>Consider acquiring a tow truck to enforce parking laws</li> <li>Hire a transportation professional to conduct a parking analysis considering the changes to parking downtown to assess impact on residential streets</li> </ul>	ST	MOS, Police Dept.	
<b>T 4 Improve public transportation</b>				
T 4A	Adjust SMART Bus routing to better serve commuting residents	ST	MOS, SMART Bus	
<b>T 5 Maintain safe, year-round road access to and within Skagway</b>				
T 5A	<p>Work with the State of Alaska, the Alaska State Legislature and the Canadian government to ensure that the Klondike Highway remains open year-round</p> <ul style="list-style-type: none"> <li>Continue to lobby for improvements to and maintenance funding for the Klondike Highway</li> </ul>	OG	MOS, DOT/PF, State Legislators,	

Objective/Action	Time	Resp	Funds
		<i>Canadian gov't</i>	
T 5B Work with Alaska DOT&PF to maintain State roads: <ul style="list-style-type: none"> <li>● Continue to maintain and upgrade the state-owned Klondike Highway, Dyea Road, and Liarsville Road to improve safety while retaining the natural and historic character of each. Accomplish through dialogue and collaborative work with the Alaska DOT&amp;PF, road residents, road users, Municipality, Alaska Power and Telephone, and the National Park Service. Add to or widen the road shoulders to promote non-motorized use. Support State and federal funding for road improvements.</li> <li>● Work with the Alaska DOT&amp;PF to periodically assess the status of State roads (Klondike Highway, Dyea Road, and Liarsville Road) and bridges (Pat Moore Bridge, Taiya River Bridge, Skagway River Bridge at 23rd Avenue, and William Moore Bridge at 14 mile Klondike Highway), so that the State and the Municipality of Skagway can schedule maintenance projects and funding to prevent both deterioration and emergency maintenance and repairs</li> </ul>	<i>OG</i>	<i>MOS, DOT/PF</i>	
T 5C Track needed roadway improvements per priority, cost, and potential funding and incorporate into the MOS Capital Improvements Plan and submit for inclusion to the Statewide Transportation Improvement Plan	<i>OG</i>	<i>MOS</i>	
<b>T 6 Reduce Skagway's greenhouse gas emissions</b>			
T 6A Conduct a Greenhouse Gas (GHG) baseline inventory and establish municipal goals	<i>ST</i>	<i>MOS</i>	
T 6B Increase electrification of current fossil fuel modes where feasible <ul style="list-style-type: none"> <li>● Determine if electric capacity from renewable sources exists and the costs to bring shoreside power to cruise docks and require use while in port</li> <li>● Install a Municipal electric vehicle charging station</li> <li>● As Municipal vehicles need replacement do so with electric vehicles where practical</li> <li>● Consider partial sales tax rebate for tour/sightseeing/guiding businesses that adopt electric vehicles</li> </ul>	<i>OG</i>	<i>MOS</i>	
<b>T 7 Increase municipal engagement in port management and municipal revenue from port use</b>			
T 7A By no later than 2021, have publicly affirmed decision on port management structure that results in complete or shared municipal management of the Port of Skagway (Tidelands Lease expires in 2023)	<i>ST</i>	<i>MOS, WP&amp;YR</i>	
T 7B Increase municipal revenue from the use of Port to help fund service and infrastructure improvements and maintenance	<i>ST</i>	<i>MOS</i>	
T 7C Develop options—including higher lease payments, higher user fees, a municipal head tax—assess pros and cons, choose preferred	<i>ST</i>	<i>MOS</i>	

Objective/Action		Time	Resp	Funds
	direction and implement			
<b>T 8 Manage the waterfront for effective and efficient mixed economic activity</b>				
T 8A	<p>Improve the ability of the Port of Skagway to effectively serve freight and passenger transportation industries:</p> <ul style="list-style-type: none"> <li>● Consolidate industrial and freight use of Port of Skagway to the western docks and upland, creating greater separation between tourism and industrial waterfront areas</li> <li>● Develop policies and infrastructure that encourage the containerization of ore, synergies between freight and ore transshipment, and improved ability to accommodate additional freight providers</li> <li>● Continue to fund local efforts to market and demonstrate the economic advantages and feasibility of the port for regional transshipment</li> </ul>		MOS	
T 8B	Expand small-boat harbor	MT	MOS	
T 8C	Add additional berths for small cruise ships and independent yachters	MT	MOS	
<b>T 9 Maintain and improves marine access to and from Skagway</b>				
T 9A	Support regular AMHS (or other for public use) ferry service in Lynn Canal and improve frequency of service and scheduled hours of arrival and departure.	ST, OG	MOS, SE Con., MTAB, DOT/PF, State Legislators	
T 9B	Maintain and improve barge service and related transportation facilities	ST, OG	MOS, AML	