

# DILLINGHAM DOWNTOWN STREETS REHABILITATION PROJECT

STATE PROJECT #57180



Prepared for:  
DOT&PF  
PO Box  
Anchorage, AK

Prepared by:  
HDR Alaska  
2525 C Street, Suite 305  
Anchorage, AK 99503

**June 2008**

# EXECUTIVE SUMMARY

The Department of Transportation & Public Facilities (DOT&PF) is working with the City of Dillingham to develop the Dillingham Downtown Streets Rehabilitation project. Downtown streets rehabilitation is one of the top transportation priorities for the City of Dillingham (City of Dillingham, 2006). The purpose of this project is to study the feasibility of reconstructing the primary circulation roads in downtown Dillingham. The project area is defined by:

- Kananak Road (from the Small Boat Harbor Entrance to Main Street),
- Main Street (from Kananak Road to City Hall),
- 2nd Avenue (from City Hall to D Street), and
- D Street (from 2nd Avenue to Kananak Road).

This project will rehabilitate the roadways and provide pedestrian facilities that result in the greatest good for the community while limiting negative effects.

A component of the Dillingham Downtown Streets Rehabilitation project is the incorporation of the Context Sensitive Solutions (CSS) process. The purpose of using CSS is to develop a project that will improve mobility and safety while enhancing the downtown area and respecting community values. Two community workshops were held in Dillingham to identify potential improvements to downtown Dillingham and to identify what CSS elements could be included in the Dillingham Downtown Streets Rehabilitation Project.

Based on the community input received at the public workshops, the following recommendations have been made for the project:

- Keep downtown roads as two-way.
- Extend the multi-use path along Kananak Road to Main Street.
- Add a multi-use path to D Street.
- Sidewalks should have a rolled curb with decorating fencing at the back edge to separate sidewalk users from adjacent parking lots.
- Curb stops should be installed between the sidewalk and the property line to provide additional protection for pedestrians from parking lots.
- Develop pedestrian crossings on Kananak Road by the A/C Store, on D Street by the hockey rink, and on D Street by Seward Street. An additional pedestrian crossing on Main Street near the N&N Market is recommended if the parking for the N&N Market is not relocated to the south side of Main Street.
- Reconfigure the following intersections to be T intersections:
  - Dillingham-Kananak Road/Main Street
  - Dillingham-Kananak Road/D Street
  - Main Street/2<sup>nd</sup> Avenue West
  - D Street/Seward Street
- Incorporate streetscaping.
- Minimize light pollution by using focused street lights and timer controlled pedestrian lighting.



- Accommodate future community gateways including a potential pavilion near the hockey rink and a sign near the firehall.

As DOT&PF progresses into the environmental and design phases of the project, they will continue to involve the public to further refine these recommendations. The City of Dillingham and DOT&PF will continue to work together to develop a project that improves mobility and safety while enhancing downtown Dillingham.

IMAGES OF  
DILLINGHAM



Kanakanak  
& Main



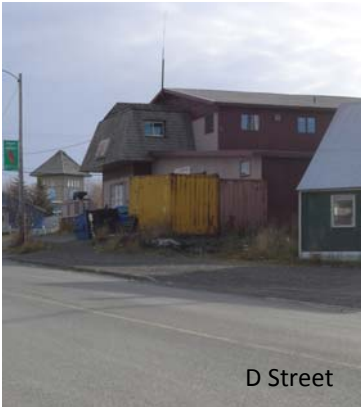
Muddy Rudder



N&N Market



A/C Store



D Street



Fire Hall



Sitsof Building



D Street



Welcome  
Banner

OCTOBER 2007

## TABLE OF CONTENTS

Introduction .....	1
Background .....	1
What is CSS?.....	2
What creates context?.....	3
Issues.....	4
Recommendations .....	5
Summary .....	17
References .....	19

### Appendices

A – Public Involvement Summary

## INTRODUCTION

The Department of Transportation & Public Facilities (DOT&PF) is working with the City of Dillingham to develop the Dillingham Downtown Streets Rehabilitation project. Downtown streets rehabilitation is one of the top transportation priorities for the City of Dillingham (City of Dillingham, 2006). The purpose of this project is to study the feasibility of reconstructing the primary circulation roads in downtown Dillingham. The project area is defined by:

- Kanakanak Road (from the Small Boat Harbor Entrance to Main Street),
- Main Street (from Kanakanak Road to City Hall),
- 2nd Avenue (from City Hall to D Street), and
- D Street (from 2nd Avenue to Kanakanak Road) (see Figure 1).

This project will rehabilitate the roadways and provide pedestrian facilities that result in the greatest good for the community while limiting negative effects.

A component of the Dillingham Downtown Streets Rehabilitation project is the incorporation of the Context Sensitive Solutions (CSS) process. The purpose of using CSS is to develop a project that will improve mobility and safety while enhancing the downtown area and respecting community values.

The purpose of this report is to help establish the context for the Dillingham Downtown Street Rehabilitation project and to identify potential improvements to Downtown Dillingham.

## BACKGROUND

Dillingham, Alaska is located at the northern end of Nushagak Bay at the confluence of the Wood and Nushagak Rivers. The climate is a mixture of maritime and arctic. Average summer temperatures range from 37 to 66 degrees Fahrenheit while average winter temperature range from 4 to 30 degrees Fahrenheit. Annual precipitation is 26 inches with 65 inches of snow. Heavy fog is common in July and August. Strong winds (up to 60 to 70 miles per hours) may occur between December and March.

Originally, the Dillingham area was inhabited by Eskimos and Athabascans. The community was settled in 1818 when the Russians established a trade center. The first of many salmon canneries was built in the area in 1884, and 10 more canneries were constructed in the next 17 years.

Today, Dillingham is a community of approximately 2,400 people (2006 DCCED Certified Population). Dillingham is largely a Yup'ik Eskimo community with more than half of the



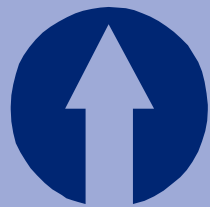
Dillingham  
Downtown  
Streets  
Rehabilitation  
Project  
State Project #57180


Figure I.  
Project Area



Legend

 Project Area



0 55 110 220 Feet  




population being partially or fully Alaska Native. The population dramatically increases in the summer due to the influx of commercial fishermen, cannery workers, and tourism workers.

Dillingham is the economic, transportation, and public service center for western Bristol Bay. Economic activity relies on commercial fishing, fish processing, cold storage, and support for the fishing industry. Being the regional center for government and services for smaller villages in the area helps reduce the seasonality of employment.

The town site was originally surveyed in 1947. The streets and parcels were laid out following the land and transportation routes that existed at the time. This resulted in less than desirable geometry for some intersections, insufficient right-of-way for future road projects, irregularly shaped lots, etc.

DOT&PF and the City of Dillingham agree that the roads in downtown are deteriorating. DOT&PF has concluded that the downtown city streets need to be completely reconstructed, including their structural section, curb, gutter, sidewalk, and probably storm drain, to provide a safe and maintainable driving and walking surface. For more information on road conditions, please see the *June 2006 Dillingham Downtown Streets Rehabilitation Reconnaissance Report* (DOT&PF 2006).

## WHAT IS CONTEXT SENSITIVE SOLUTIONS?

CSS is an approach to transportation decision making that considers the communities and land which roads pass through (“the context”). It calls for a blending of community values and engineering to develop a successful project. CSS principles seek to:

- Create a balance between community value and transportation needs
- Bring place and road design together
- Balance
  - Safety
  - Mobility
  - Community objectives
  - Environmental concerns
- Consider all modes of transportation including cars, bikes and pedestrians
- Involve property owners, residents, elected officials, engineers, planners, business owners, architects, etc.
- Promote flexibility in design
- Incorporate visual improvements

CSS is different than the traditional way of developing a roadway project (see Figure 2). The traditional approach essentially considered two contexts, rural and urban. Established design criteria were used in each context regardless of the intensity or type of development or other contextual elements. CSS allows for a finer context to be considered.

Traditional design is based on functional classification and design speed, and is often dominated by engineering criteria. CSS balances those engineering needs with community and environmental concerns such as adjacent land uses and community objectives.

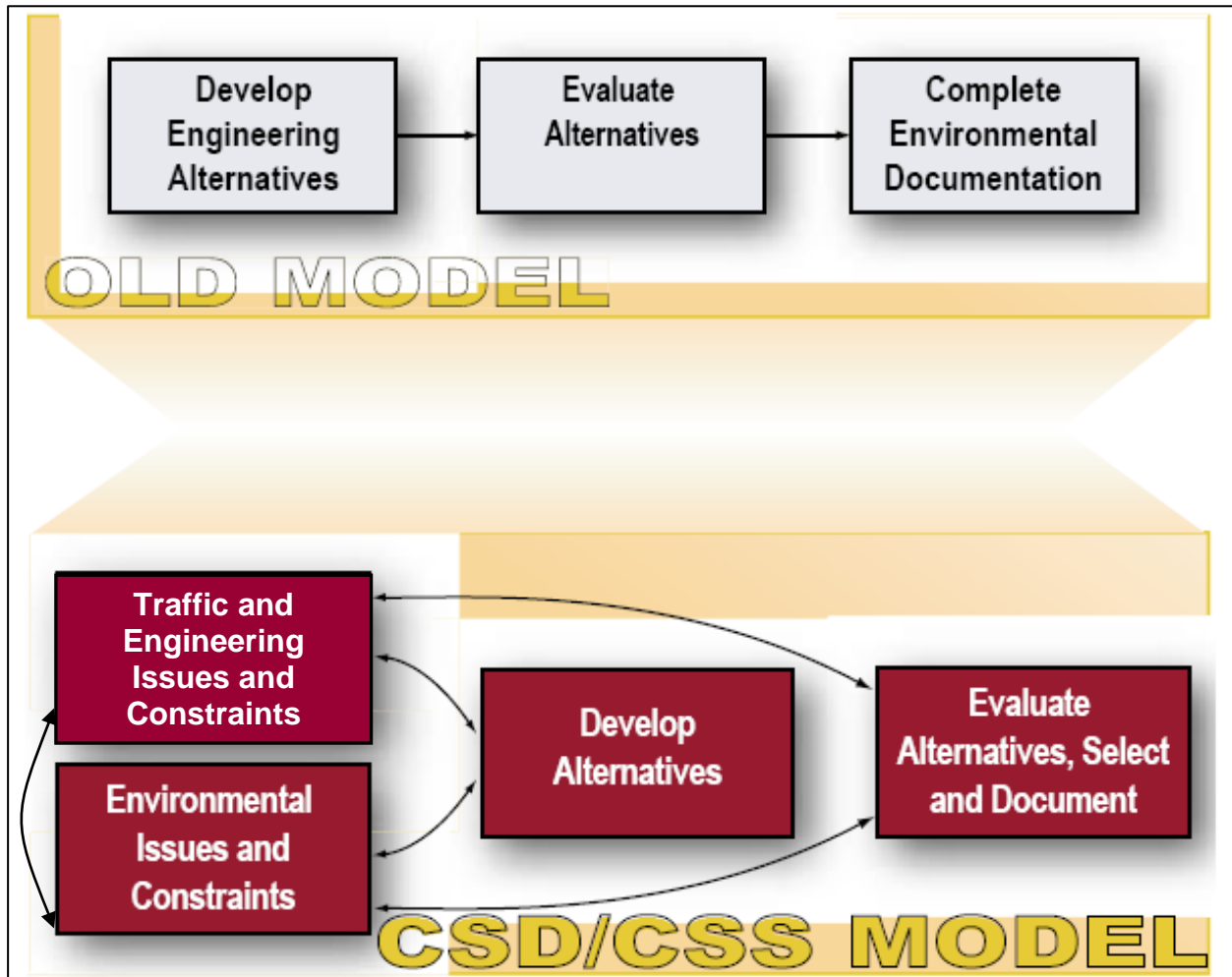


Figure 2. Conventional vs. CSS Approach to Road Design

## WHAT CREATES CONTEXT?

The context of the road is created by many elements including:

- Physical Environment
- Cultural/Historic Setting
- Community Values
- Land use
- Site design
  - Arrangement of buildings, traffic patterns, parking and landscaping

- Vehicle or pedestrian-orientation
- Building designs including
  - Height, scale, shape, and context
  - Pedestrian interest

For example, building design and its orientation to the thoroughfare can strongly influence whether an area is “auto oriented” or “pedestrian oriented,” which in turn affects how the adjacent street should be designed. Low scale buildings that are set far back from the street and surrounded by parking create a suburban auto-oriented environment. The thoroughfare design then might emphasize auto travel and higher speeds. Taller buildings with no setback and ground floor uses that are geared towards pedestrians create a more urban, pedestrian-oriented environment. This type of building design may lead to greater pedestrian activity and the thoroughfare design might emphasize on-street parking, along with the width and function of the roadside and streetscape.



Figure 3. Pedestrian-Oriented Context

CSS also considers more than just the road. It recognizes the connection between the road and the surrounding land uses and environment (context). Surrounding elements that are considered when developing a CSS project include:

- Roadway cross-sections
- Access management
- Transition principles
- Lane width
- Medians
- Bicycle facilities
- Parking
- Mid-block crosswalks
- Snow removal
- Transit stops
- Drainage
- Safety



Figure 4. Main Street looking towards City Hall.

## ISSUES

To identify the context for the Downtown Rehabilitation Project, workshops were held on October 10, 2007 and March 19, 2008 in the Dillingham City Council Chambers. The purpose of these workshops was to help people learn about CSS, identify potential improvements to downtown Dillingham and identify what CSS elements could be included in the Dillingham



Downtown Streets Rehabilitation project. The main issues raised by community residents at the workshops are identified below:

- Parking improvements
- Make roads more multi-modal by expanding the pedestrian/bike network, improve pedestrian crossings, and accommodate snowmachines and ATVs<sup>1</sup>
- Accommodate Port Traffic
- Evaluate Two-way and One-way Alternatives
- Reconfigure Intersections
- Extend the Multi-Use Path
- Develop a Downtown Gateway
- Increase parks and open space
- Improve streetscaping
- Improve lighting
- Provide a connection to the waterfront

DOT&PF is unable to address some of the above issues in this project because of the restrictions associated with the funding source. To the extent possible, DOT&PF will design the project in a way that allows the City of Dillingham to address the remaining issues in the future. For more detailed information on workshops #1 and #2, please see Appendix A.

Each of these issues will be discussed in the following section. For the issues where the majority of the community was in agreement, recommendations are made. For the issues where the community did not have a clear consensus, alternatives are presented as the City of Dillingham will need to consult further with local residents and business owners before a recommendation can be made.

## RECOMMENDATIONS

### **Improve Parking**

Parking is a major issue in downtown Dillingham. Many parking lots are undersized or poorly configured making them difficult to use. In addition, parking lot access is also a problem. Typically, vehicles drive over the sidewalk to access the lot instead of using defined entrance and egress points. This can create a conflict with pedestrians and bicyclists on the sidewalk.

### Curbs

How vehicles access a parking lot is a major determinant on how pedestrian friendly downtown can become. Originally, the curbs in the downtown area were built as vertical curbs (sometimes called barrier curbs). However, the curbs now function more as a rolled curb (sometimes called a mountable curb) with vehicles driving over them to access parking lots. Rolled curbs are

---

<sup>1</sup> DOT&PF guidance prevents them from being able to build snowmachine and ATVs routes so these will not be accommodated in this project.

considered less pedestrian friendly as people are constantly watching for approaching vehicles. They can also limit the amount of pedestrian amenities that can be provided because the sidewalks need to be kept clear of items that may be a hazard to vehicles. However, there are advantages to a rolled curb including:

- It is slightly less expensive than a vertical curb
- Some feel they are more aesthetically pleasing
- More flexibility in driveway location because it does not have to be established before the curb is installed
- Cars can encroach on them without damaging tires and wheels
- As curb cuts are not necessary, the sidewalk can remain level



Figure 5. Example of Rolled (Mountable) Curb

A barrier curb (also known as a vertical curb) forces vehicles to access a parking lot at well-defined points making traffic more predictable and providing more space for amenities. The advantages of vertical curb include:

- Pedestrians, vegetation, utilities and signs, are better protected
- Less vehicle encroachment into the sidewalk
- A curb cut is required at driveways which can help identify the location of the driveway
- Good drainage control
- Improved control of potential parked runaway vehicles



Figure 6. Example of Vertical Curb

Using a combination of rolled and vertical curb should be discouraged because it would be inconsistent and may lead to driver confusion. When the roads are covered in snow, it may be difficult to tell which areas have rolled curbs as opposed to vertical curbs. Driving over a vertical curb will cause the sidewalk to deteriorate faster and may cause damage to the vehicle.

### Curb Stops

The type of curb used on the project is not the only way to control parking lot access. Alternative ways include the use of curb stops (sometimes called car stops or parking curb) or fencing. Curb stops (see Figure 7) act as physical barrier preventing vehicles from entering a parking lot by driving over the sidewalk. A curb stop would also define parking spaces allowing better capacity management. As curb stops will



Figure 7. Curb stops used in a parking lot.

increase safety, they can be purchased and installed as part of project provided they are located on public land. For curb stops located on private property, they would have to be funded by the parking lot owner/operator.

### Fencing

Fencing also acts as a physical barrier between the roadway and the parking lot. Vehicles would be forced to use the openings in the fence to access the parking lot. Fencing options can be fairly inexpensive (such as bollards and chain) to expensive (customized decorative metal fencing).

Figure 8 shows a bollard and chain fence illustrating that something fairly inexpensive can be decorative as well as functional. Figure 9 shows a decorative fence that separates pedestrians from vehicles in the adjacent parking lot.

As fencing would improve pedestrian safety in downtown Dillingham, it may be possible for the Rehabilitation Project's budget to include some funding for fencing.

The City of Dillingham needs to work with local business, residents and other stakeholders to determine how parking lots should be accessed in the Downtown area and selected the appropriate type of curb for that access. Based on the comments received at the public workshops, the most appropriate solution appears to be using a rolled curb with fencing located on the back edge of the sidewalk to separate pedestrians from the parking lots. This combination would allow the City to have the advantages of a rolled curb while making the sidewalks more pedestrian friendly.

### Reduce Parking Lot Cut Through

Ways to reduce the amount of cut-through traffic should be incorporated into the parking lot re-design. Potential measures include speed bumps or narrowing the travel lane. According to community residents, cut through traffic was the worst at the A/C Store. The A/C Store owns multiple lots separated by a right-of-way (ROW). Their building is on one side of the ROW while the majority of the parking is on the other side. A potential improvement to the A/C Store includes acquiring the ROW and reconfiguring their operations. If the improvements are implemented, cut through traffic may not be an issue.



Figure 8. Example of Decorative Bollard and Chain Fencing in Victoria, BC. (Photo by Norm Ringuette, 2007).



Figure 9. Example of a decorative fence used to separate a sidewalk from the adjacent parking area.

The potential improvements to the A/C Store represent a long-term solution. As a short term measure, improvements can be made to the entrance/exit from the A/C Store parking lot to Kanakanak Road. These improvements include designating the access point closest to Main Street for entrances and the access point further from Main Street for exits, and the installation



Figure 10. Existing Conditions for N&N Market.



Figure 11. Possible Alternative Parking Lot Configuration for N&N Market

of a speed bump or other traffic calming measure to force traffic to slow down as it crosses the parking lot.

The parking at N&N Parking was raised as an issue because of the limited parking adjacent to the store. The main parking area is across Main Street from the store entrance. N&N Market owns the three lots to the west of the store. They plan on removing the existing buildings from these lots and replacing them with parking. Figures 11 illustrates one possible parking lot configuration for the N&N Market.

Where possible, parking lots need to be reconfigured to increase their capacity, make them easier to maneuver in, and to provide better controlled entrance and egress. The striping or other marking of parking stalls is encouraged.

One question that was raised during Workshop #2 was how much existing parking capacity was currently in downtown compared to how much parking is needed. To answer this question, a more detailed parking study would need to be undertaken. The study should include an inventory of existing parking spaces (both on street and in parking lots) and parking usage. One source of information on how to conduct a parking study is a report called *Parking: The Parking Handbook for Small Communities* put out by the National Main Street Center and the Institute for Transportation Engineers.

After the City of Dillingham has made their decisions about how parking should be accommodated in downtown, the City should update their parking ordinance to ensure future development adequately meets their parking requirements.



### **Make Roads Multi-Modal**

In downtown Dillingham, people travel by car, bike, foot, snowmachine, and ATV. Community residents expressed a desire to accommodate all these modes of transportation in downtown. Two ways to better accommodate pedestrians and bicyclists is to have a multi-use pathway or sidewalk on all roads and to improve pedestrian crossings. DOT&PF guidance prevents them from building snowmachine and ATV routes so these vehicles will not be accommodated by the Rehabilitation project.

### Pedestrian Network

The pedestrian network in downtown Dillingham is discontinuous. Without a continuous sidewalk network, pedestrians are often forced to walk in the streets or on private property. Residents mentioned that the existing sidewalks are too narrow and can get icy in the wintertime. New sidewalks and pathways should be wider than the existing sidewalk when possible. They also need to be designed to reduce ice build-up. This can be done by limiting sidewalks and pathways to a maximum grade of 2 percent or modifying the local drainage. Pedestrians should have a dedicated, safe place to travel.

Having a wider sidewalk or pathway is important because bike usage in the region is expected to increase. The Bristol Bay Area Health Corporation purchased 735 bikes for Dillingham and surrounding villages in an attempt to combat diabetes. There needs to be a place for people to ride without conflicting with other users.

Downtown Dillingham has a few pedestrian crosswalks. However, they are poorly marked and infrequently used. Pedestrians tend to cross wherever they want and drivers don't necessarily expect them. Formalizing the pedestrian crossings would increase pedestrian safety by making their behavior more predictable. The community identified several locations in downtown Dillingham where there should be crosswalks (see Figure 12). Developing designated pedestrian crossings at each potential location would be cost-prohibitive. Pedestrian crossings are recommended on Kakanak Road by the A/C Store, on D Street by the hockey rink, and on D Street by Seward Street. If the N&N Market intends to keep its parking lot on the opposite side of Main Street, an additional crossing on Main Street near the N&N Market is recommended. Additional pedestrian crossings can be installed if funds allow.

Pedestrian crossings should be well marked and visible year round. Pavement markings are a common way to indicate a cross-walk but may not be appropriate in Dillingham because they are not visible when there is snow on the roadway. Some residents liked the idea of having bulb outs (see Figure 13) because they narrow the roadway. However, as bulb outs would make snow



Figure 13. Pedestrian crossing using a bulb out and bollards.



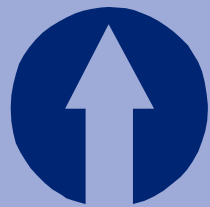
Dillingham  
Downtown  
Streets  
Rehabilitation  
Project  
State Project #57180

Recommendations

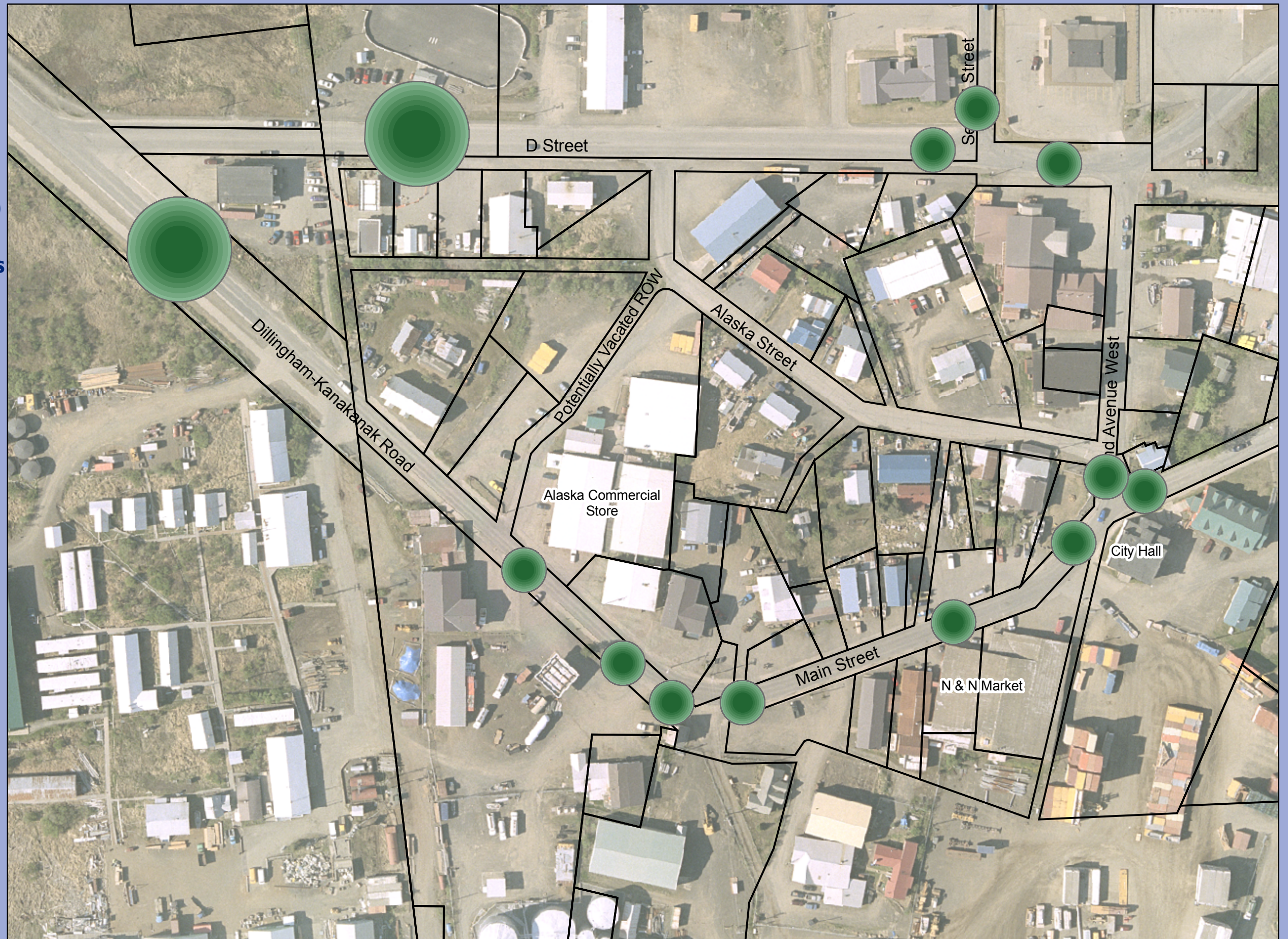
Figure 12.  
Potential  
Pedestrian  
Crossings

Legend

 Potential  
Crossing  
Locations



0 37.5 75 150 Feet  



removal more difficult, they are not recommended in downtown Dillingham. Other ways to indicate the pedestrian crossing include the use of a raised crosswalk or United Kingdom style zebra crossings (see Figure 14). In the UK, a zebra crossing is similar to a traditional crosswalk except they are usually marked with Belisha beacons. Belisha beacons are black and white poles topped by a flashing amber globe. While the construction and maintenance cost of a Belisha beacon makes their use less feasible in Dillingham, the concept could be interpreted for this setting. Instead of a flashing light, a bollard or other indicator should be used to mark a crosswalk.



Figure 14. Zebra Crossing with Belisha beacons

### Snowmachines

Community residents expressed a desire for snowmachine routes and snowmachine parking areas. Alaska Statute 13 AAC 02.455 states “a snowmobile or an off-highway vehicle may be driven on the roadway or shoulder of a highway only under the following circumstances:

- (1) When crossing a highway....
- (2) When the use of the highway by other motor vehicles is impossible because of snow or ice....
- (3) When highway driving is authorized by an authority having jurisdiction over the highway, but only in accordance with restrictions which may be imposed by that authority....; or
- (4) When driving on the right-of-way of a highway which is not a controlled access highway.... No closer than three feet from the nearest edge of the roadway....”

DOT&PF guidance prevents them from, or allowing others, to prepare and maintain a dedicated snowmachine or off highway vehicle (OHV) pathway within the highway right-of-way. (DOT&PF, May 2000). Other communities such as Kenai and Kodiak have local ordinances dealing with snowmachine use on streets and trails. Snowmachine use in Dillingham is a local issue and will not be addressed by this project. If the community wants to, the City of Dillingham can investigate local regulation of off-highway vehicles within the city limits.

### **Accommodate Port Traffic**

Several attendees at the community workshop indicated a need to improve access to the Port of Dillingham. The port is located near downtown and is adjacent to City Hall. The port experiences high traffic volume during the summer months but traffic is virtually nonexistent during the winter. Most port traffic goes through downtown on its way to the port (specifically Kanakanak Road between A Street and D Street). Preserving good access to the port is vital to Dillingham’s economy. However, the traffic can create a conflict with other downtown users.

Providing a route for port traffic that avoids downtown will increase the viability of a one-way loop in downtown. A one-way loop will be discussed in more detail later in this report. Possible routes for port traffic suggested at the community workshops are shown in Figure 15.

The City of Dillingham needs to work with the port to identify the volume and type of vehicles that need Port access in order to develop a solution that does not hinder port operations or conflict with other downtown users. The City of Dillingham would be responsible for funding and constructing any new roads.

### Evaluate Two-Way and One-way Alternatives

At the public workshops, community residents were interested in the idea of converting downtown into a one way loop. This idea was very controversial as some attendees were in favor of the concept while others were strongly against it. The decision to convert downtown into a one-way loop would be a significant change to the traffic pattern and should not be done without extensive consultation of local business, residents, and other stakeholders. Without an overwhelming number of community residents supporting the conversion to a one-way loop, the roads in downtown Dillingham continue to be two-way.



Figure 16. Conceptual Typical Section for One-Way Loop.

Figure 16 shows a conceptual typical section for a one-way loop. Assuming a right-of-way of 40 feet, the road would consist of a 14-foot driving lane and an 8-foot parking lane with an 8-foot sidewalk on one side and a 10-foot sidewalk on the other. Figure 17 shows one potential routing for a one-way loop. Figure 18 shows another possible configuration of a one-way loop. Other configurations are also possible, especially if port traffic is rerouted out of downtown.

Converting the existing loop into a one-way loop would provide many benefits including:

- More ROW for pedestrian improvements and landscaping. A typical sidewalk is 6 feet wide. At 8 and 10 feet, both sidewalks for have room to accommodate amenities
- Potential on-street parking
- Drivers do not have to watch for oncoming traffic from two different directions

However, there are several potential drawbacks to this alternative including:

- Negative impacts to business owners (for example, people may stop at the first store they encounter)
- Increased speeds



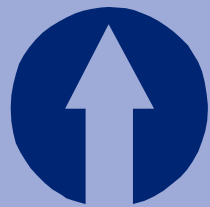
Dillingham  
Downtown  
Streets  
Rehabilitation  
Project  
State Project #57180

Recommendations

Figure 15.  
Potential  
Port Access  
Routes

Legend

Alternative Port  
Access Routes

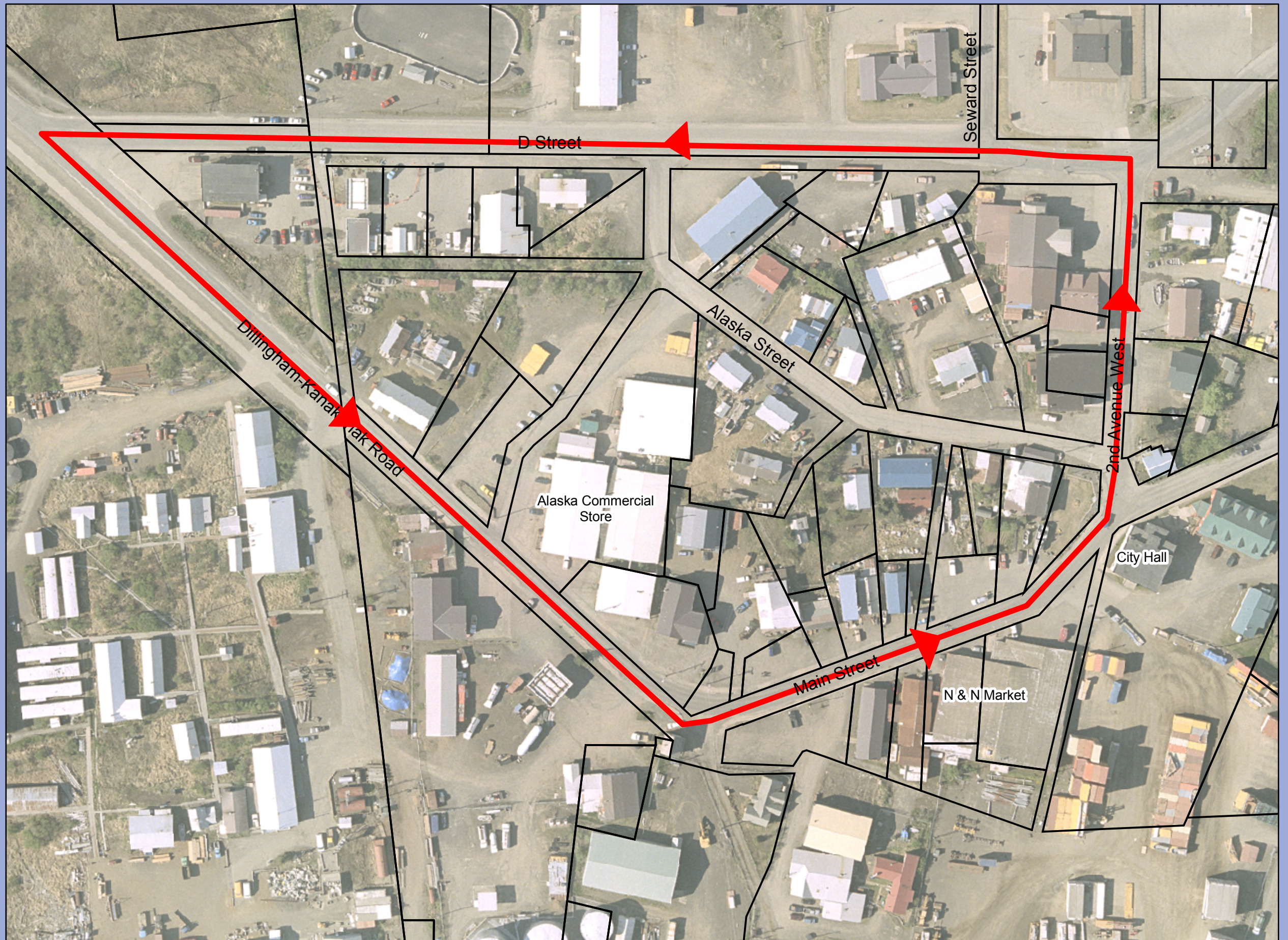


0 50 100 200 Feet



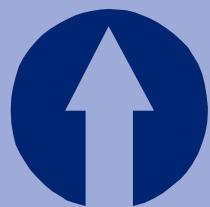


Dillingham  
Downtown  
Streets  
Rehabilitation  
Project  
State Project #57180  
Recommendations  
Figure 17.  
One Way Loop



Legend

— One Way Loop



0 30 60 120 Feet  
|-----|-----|-----|



Dillingham  
Downtown  
Streets  
Rehabilitation  
Project  
State Project #57180

Recommendations

Figure 18.  
Alternative  
One Way  
Loop

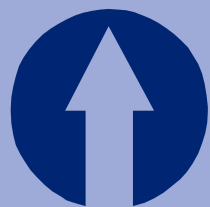
Legend

Red dashed line with arrowhead  
Redirected Port  
Traffic

Road Direction

Single line with arrowhead  
One Way

Double line  
Two Way



0 37.5 75 150 Feet  
|-----|-----|-----|-----|





- Conflicts with port traffic (port traffic would not have a direct route out of downtown)
- Travel is less convenient (vehicles may be forced to travel out of their preferred direction)

If the roads remain two-way, assuming a 40-foot right-of-way, the road would have a 28-foot roadway (two 14-foot travel lanes) with a 6-foot sidewalk on either side (see Figure 19). Retaining the two-way roads would preserve the existing traffic pattern, reduce speeds and provide better business access. However, it would provide less right-of-way for pedestrian amenities as six feet is the minimum width needed for a sidewalk. A two-way road would also be harder for pedestrians to cross because the distance they need to cross is greater and they have to watch for cars in both directions.

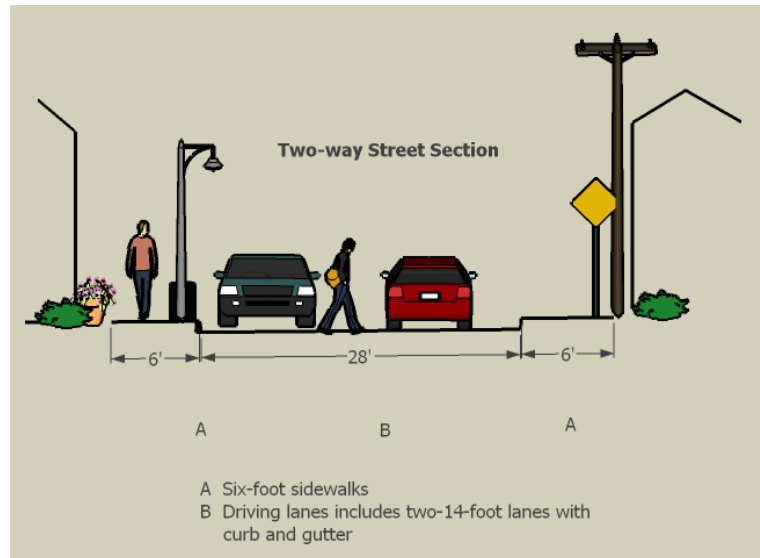


Figure 19. Conceptual Typical Section of a Two-Way Road

### Reconfigure Intersections

Several intersections in downtown Dillingham have less than desirable intersection geometries. Historically, these intersections have not caused a safety problem because residents are very familiar with the intersections. However, this project represents an opportunity to improve the geometry and visibility (and therefore safety) of these intersections. The intersections that have been identified as needing to be reconfigured are (see Figure 20):

- Dillingham-Kanakanak Road/Main Street
- Dillingham-Kanakanak Road/D Street
- Main Street/2<sup>nd</sup> Avenue West
- D Street/Seward Street

These intersections could be reconfigured to be Y intersections (Figure 21), T intersections (Figure 22) or roundabouts (Figure 23). At the community workshops, residents indicated a preference for the more traditional T intersection over a roundabout or a Y intersection. Design options using T intersections should be explored before considering the use of a roundabout or a Y intersection. T and Y intersections are similar as they are both three-legged intersections. In a T intersection, the roads meet at 90 degree angle. If the roads meet at any other angle, it is considered a T intersection. A T intersection is preferable over a Y intersection because it allow for better visibility.

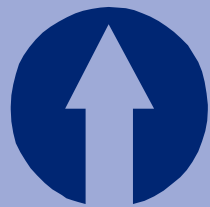


Dillingham  
Downtown  
Streets  
Rehabilitation  
Project  
State Project #57180  
Recommendations

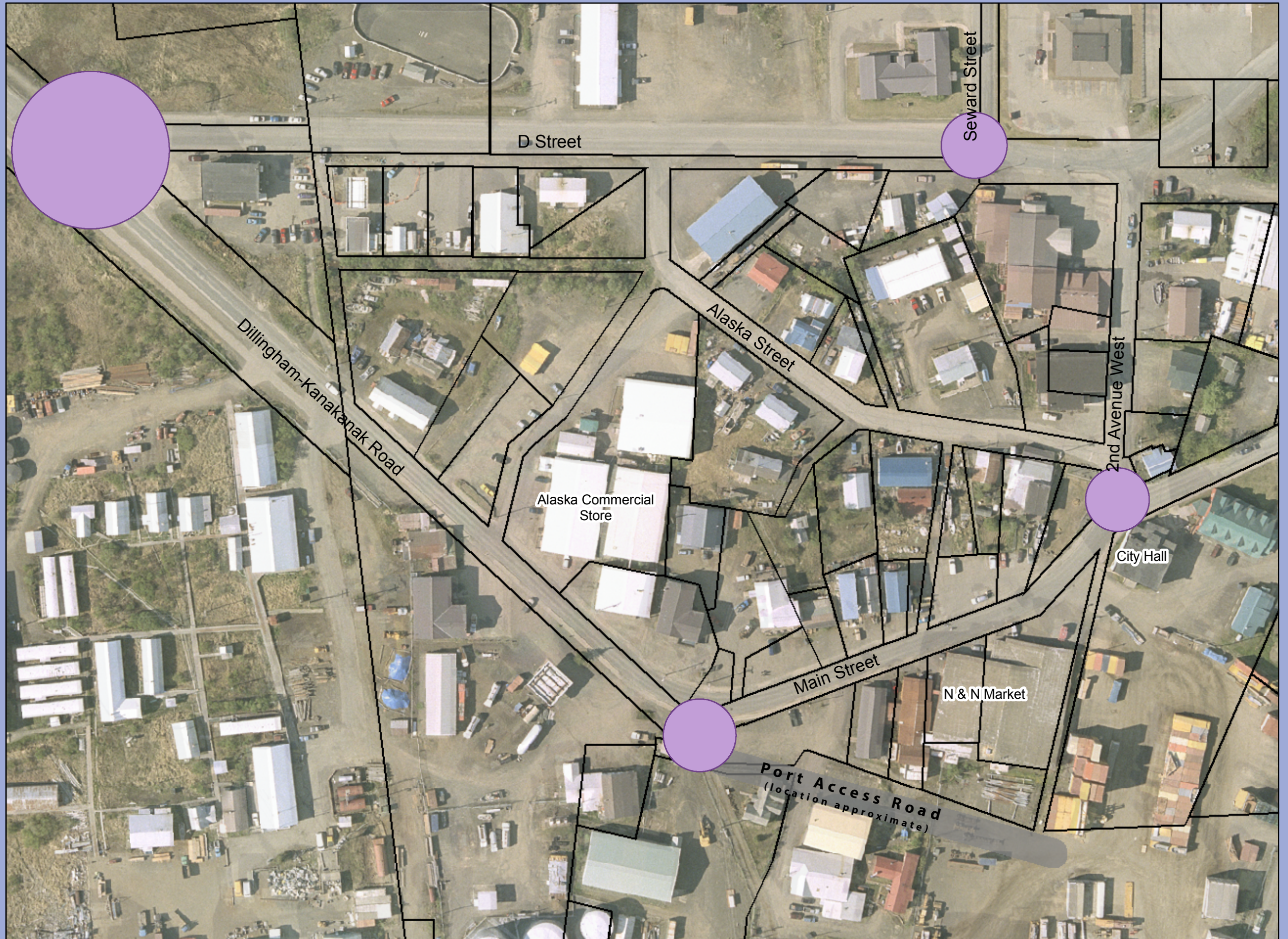
Figure 20.  
Reconfigure  
Intersections

Legend

Intersection  
Improvements



0 30 60 120 Feet  
|-----|-----|-----|





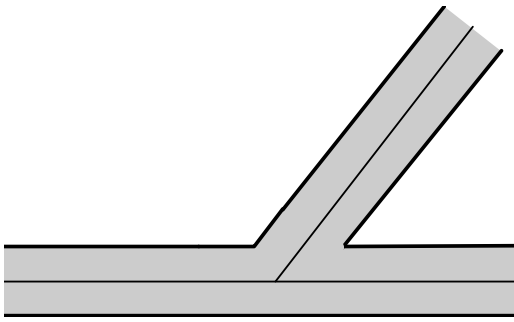


Figure 21. Y Intersection

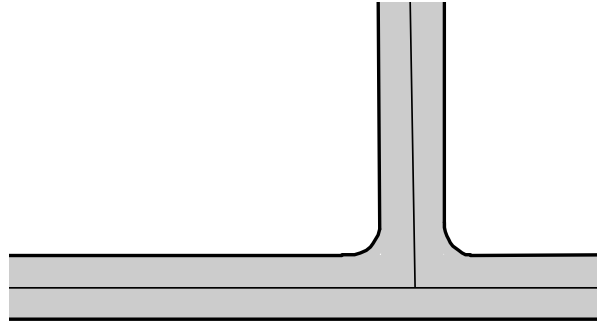


Figure 22. T Intersection

A roundabout is a circular intersection where traffic flows around a center island. Advantages of roundabouts include:

- Reduced traffic conflict
- Greater safety – due to slower speeds and the elimination of left turns
- Efficient traffic flow – increase in traffic capacity
- Reduced pollution and fuel usage – fewer stops are needed and shorter vehicle queues
- Less expensive -no signal equipment required
- Traffic calming
- Opportunity for landscaping



Figure 23. Example of a Roundabout on a low traffic volume road.

Image from the Municipal Research and Services Center of Washington.

Disadvantages of roundabouts include:

- Driver unfamiliarity
- Can have operational issues if there is one dominant movement
- Pedestrian crossings need to be setback from the intersection
- Greater ROW needed

Another intersection that should be studied is Kanakanak Road at the Small Boat Harbor. According to community residents, the line of traffic waiting on Kanaakanak Road to turn into the Small Boat Harbor can get lengthy at times. Some drivers will drive on the shoulder to pass the waiting traffic. A left turn lane would eliminate the traffic backup at this point. The Rehabilitation Project should include an evaluation of a left turn lane into the Small Boat Harbor from Kanakanak Road to determine if this intersection meets the appropriate DOT&PF requirements for a left turn lane.

### Extend the Multi-Use Trail into Downtown

The multi-use pathway along Kananak road is a popular local trail. The path provides pedestrian access to the small boat harbor and beyond. The multi-use path currently ends at the entrance to Peter Pan Seafoods. There is no connection to downtown and no crosswalk at this location. Community residents supported the extension of multi-use trail should be extended into downtown (to where Kananak Road turns into Main Street). If the trail is not extended, they believe a mid-block crossing to the north side of the Kananak Road should be provided at the existing termini (see Figure 24).

If there is sufficient right-of-way, a multi-use path should be added to D Street. As D Street is on a hill, there was a concern that the grade of any path or sidewalk might be too steep. The City should work with DOT&PF to determine if the elevation change along D Street is too great for a multi-use path.

If the downtown roads remain two-way, it is unlikely that there is sufficient right-of-way to accommodate a multi-use trail along Main Street. If Main Street is converted to one way, a multi-use trail should be added.

### Downtown Gateway

A gateway into downtown Dillingham would create a special place that reinforces local pride and community identity. Community residents had many different ideas about the form a community gateway should take. The two most popular ideas were a community pavilion (see Figure 25) and a community sign (see Figure 26). As these two ideas serve different purposes, the City of Dillingham should consider both as potential Downtown improvement projects. The community pavilion could have partial walls that would provide a place for snowmachiners to escape the



Figure 25. Example of a community pavilion

weather. The walls would also provide a place for flyers, notices, etc. to be hung. The community preferred location for a pavilion would be adjacent to the firehall. A better location for a pavilion would be near the hockey rink because there is more undeveloped land that could be used to provide a parking area and trail connections.

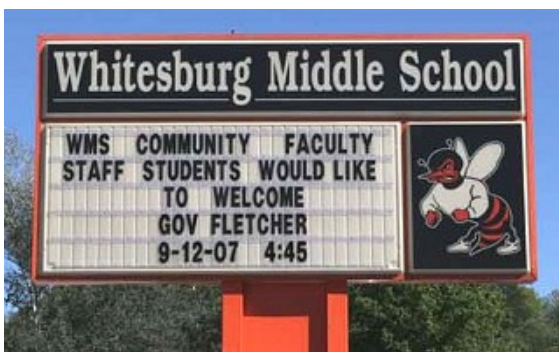


Figure 26. Example of a community sign

A community sign would be used to advertise upcoming community events. The suggested locations

for a community sign were next to the firehall or near the hockey rink. A site near the firehall would be the recommended location because, being on the main road, this location is more visible. A sign on this site would also not generate the same amount of traffic as a community pavilion.



# Dillingham Downtown Streets Rehabilitation Project

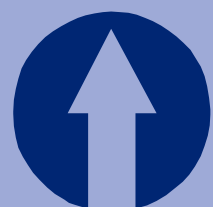
State Project #57180

## Recommendations

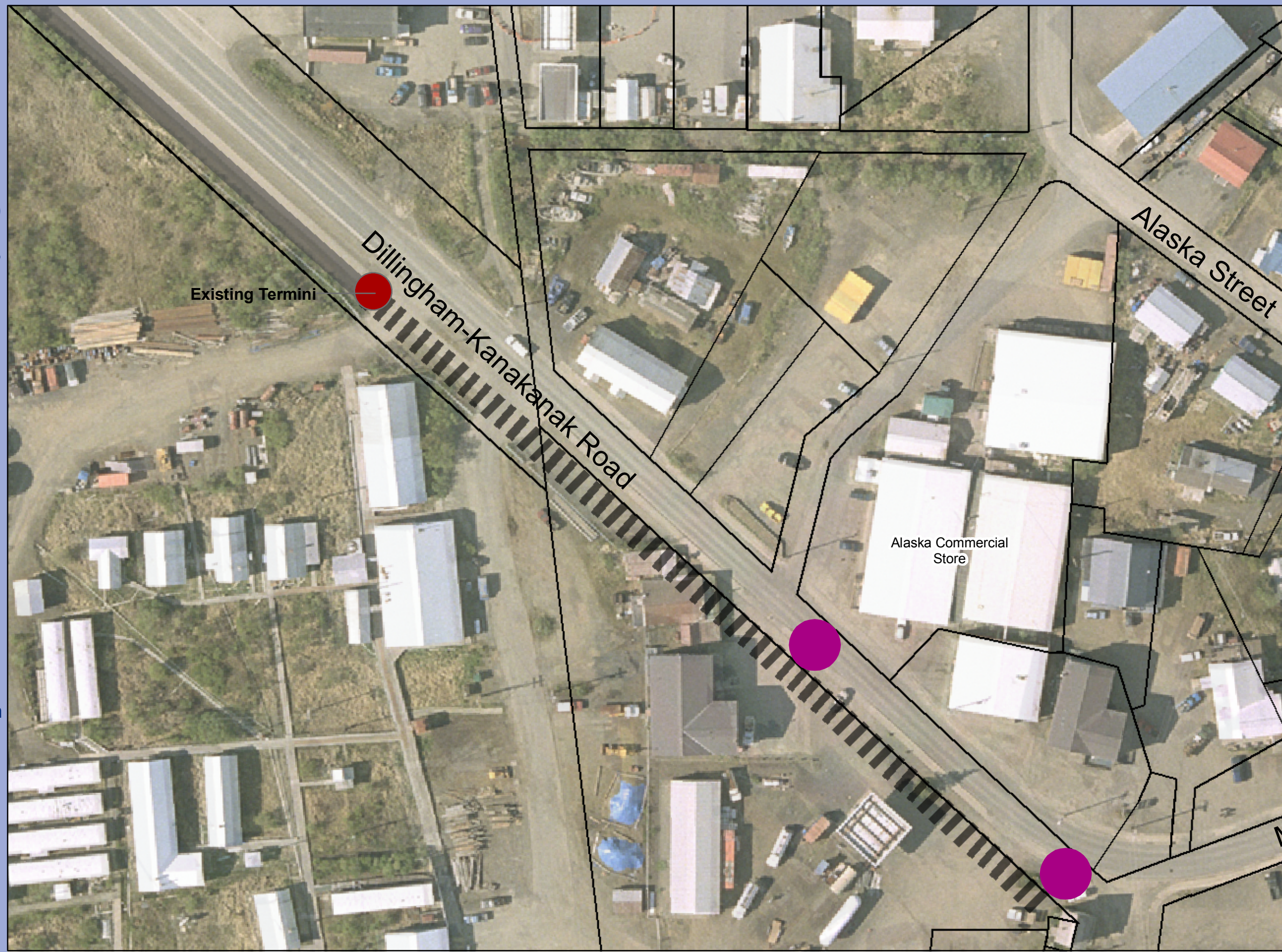
### Figure 24. Multi-Use Path

#### Legend

- Multi-Use Path
- Existing
- Potential Extension
- Potential Crossings



0 20 40 80 Feet  
|-----|-----|-----|





Due to the project's limited budget, DOT&PF is unlikely to be able to fund a pavilion or sign; however they can work with the City of Dillingham to preserve the access to and visibility of the gateway.

### Improve Streetscaping

Community residents expressed a desire to improve the streetscape in downtown. They felt a marine theme that incorporates canneries and fishing would be appropriate for downtown.

Some streetscaping can be included in the project such as fencing and safety lighting. However,



Figure 28. Decorative garbage can

having the City of Dillingham, along with local

residents and

business owners, lead this effort will have a bigger impact.

They can work together to ensure buildings are maintained, plant some landscaping, install community art, etc. Many improvements can be done with a small amount of capital if they are implemented by volunteer labor. Fishermen and cannery operators may be willing to donate unused equipment that can be used as part of the streetscaping. In addition, by volunteering their time, the community can develop a sense of ownership and pride in their space.



Figure 27. Example of streetscaping

The cost of purchasing and maintaining the streetscaping is a concern. Some elements of the streetscape will be included in the Rehabilitation project. For example, if the project installs additional lighting, the City can work with DOT&PF to identify the color and style of poles to be used. Signage is another element where the City and DOT&PF can work together.

Some streetscaping elements such as painting buildings following a unified color scheme and landscaping may be the responsibility of property owners. Some of the business in the area do not have the resources for these improvements.

The City of Dillingham should consider establishing a downtown beautification committee to decide on the theme, colors, etc. to be used downtown to provide a cohesive feel to the area. This committee can develop a vision for what downtown should look like and a plan for implementing that vision. The City could also pursue grants to fund some of the projects. Two recent publications by the American Planning Association (APA) can help identify low-cost ways



Figure 29. Planter

of streetscaping. The publications are titled *Placemaking on a Budget* and *The Art of Placemaking*.

### **Improve Lighting**

Community residents indicated that the existing lighting in downtown Dillingham is not adequate (see Figure 30). Improved lighting would increase visibility in the downtown area. In turn, this could increase safety because people are able to see what is happening around them. Specific areas that were identified as needing addition lighting for both vehicles and pedestrians were along Kananak Road between the A/C Store and City Hall and along the multi-use path.



Figure 30. Dillingham by dusk.

Additional lighting should be incorporated into the project where possible. DOT&PF, the City of Dillingham, and the utility company should coordinate on this issue to ensure that operations and maintenance of the lighting will not become a burden to the City. They should also work together to identify the appropriate type of lights for downtown Dillingham. Residents wanted lighting that respected Dillingham’s rural feel. Residents felt that street lights that provide a more focused light combined with motion activated pedestrian lighting would be compatible with the feel of the downtown area. There are several drawbacks associated with motion activated pedestrian lighting. One disadvantage is that the lights may be triggered by object other than pedestrians such as passing traffic or wildlife. Another disadvantage is that the lights can take some time to reach their full brightness. Pedestrians may also be reluctant to enter an area that is not lit. An alternative to motion activated pedestrian lighting could be the installation of a timer that turned the lights off during times of low pedestrian activity such as between 2 and 5 AM. DOT&PF can provide lighting for safety purposes as part of this project.

In addition to street and pedestrian lighting, local property owners and businesses can also incorporate exterior lighting to help illuminate downtown. This type of lighting could be placed on a timer or motion activated.

Community residents were also concerned about the placement of utility poles. Many residents said poles were in awkward locations. The Rehabilitation project does not intend to relocate any poles. The City of Dillingham should work with the local utility company to identify these poles and to have them relocated. The City should inform DOT&PF of any poles that will be relocated. Otherwise, DOT&PF will try to minimize the impact of the utility poles on the project.

### **Connection to Waterfront**

Dillingham, with its ties to the fishing industry, has a long-standing connection to the waterfront. Recent port improvements have effectively eliminated waterfront access in the downtown area. Community residents expressed a strong desire to reconnect with the waterfront.

The City of Dillingham can develop land use controls that limit the height and bulk of waterfront development to protect the remaining access and viewpoints. Potential viewing areas suggested by local residents were the starting point of the multi-use trail and the brush area near Peter Pan Seafoods. The City can work with waterfront landowners including the port to restore views of the water. For security reasons, landowners might be unwilling to provide waterfront access through their properties but they may be willing to provide a viewpoint. One concept that workshop attendees were interested in was an observation deck so they would have an area where they could sit and enjoy the view.

Residents also wanted to have beach access. The City of Dillingham would need to work with landowners adjacent to the beach to determine if any type of access can be accommodated.

### **Increase Parks and Open Space**

The preservation of open space is an issue facing communities across the country. Once open space has been developed, it is hard to replace. Unfortunately, most of downtown Dillingham is developed. Community residents have expressed a strong desire to increase the amount of open space and parkland in downtown. Parks and open spaces provide a place for leisure and recreation activities that can enrich the downtown experience. The existing park is actually ROW for the Rehabilitation Project.

Community residents have identified several potential locations for future parks and open space in the Downtown area (see Figure 30). While multiple locations have been identified, the preferred locations are near the hockey rink and the small boat harbor. The City should acquire property in these areas and work to preserve it from future development.

## **SUMMARY**

Dillingham residents are interested in helping improve downtown and make it a place where people want to be. Their input and feedback received at the community workshops will be considered as alternatives for the project are developed. Based on the community's input to date, the following is a summary of the recommendations for the Dillingham Downtown Rehabilitation Project.

- Keep downtown roads as two-way.
- Extend the multi-use path along Kakanak Road to Main Street.
- Add a multi-use path to D Street.
- Sidewalks should have a rolled curb with decorating fencing at the back edge to separate sidewalk users from adjacent parking lots.
- Curb stops should be installed between the sidewalk and the property line to provide additional protection for pedestrians from parking lots.
- Develop pedestrian crossings on Kakanak Road by the A/C Store, on D Street by the hockey rink, and on D Street by Seward Street. An additional pedestrian crossing on

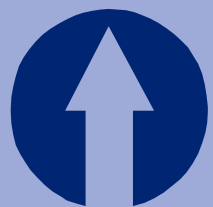



Dillingham  
Downtown  
Streets  
Rehabilitation  
Project  
State Project #57180  
Recommendations

Figure 31.  
Parks &  
Open Space

Legend

 Potential Parks/  
Open Space



0 55 110 220 Feet  






Main Street near the N&N Market is recommended if the parking for the N&N Market is not relocated to the south side of Main Street.

- Reconfigure the following intersections to be T intersections:
  - Dillingham-Kanakanak Road/Main Street
  - Dillingham-Kanakanak Road/D Street
  - Main Street/2<sup>nd</sup> Avenue West
  - D Street/Seward Street
- Incorporate streetscaping.
- Minimize light pollution by using focused street lights and timer controlled pedestrian lighting.
- Accommodate future community gateways including a potential pavilion near the hockey rink and a community sign near the firehall.

The City of Dillingham needs to work with residents, business owners, and other stakeholders to refine and expand on the recommendations included in this report. The City needs to inform DOT&PF of the decisions made about Downtown to help shape the design of the Dillingham Downtown Streets Rehabilitation Project. Many of the project's details such as what type of fencing to include will be decided during the project's design phase.

DOT&PF will continue to consult with the public regarding CSS as the project advances into the environmental and design phases. They will also work with the City of Dillingham to ensure the development of a successful project.





**Dillingham  
Downtown  
Streets  
Rehabilitation  
Project**  
State Project #57180  
**Recommendations**

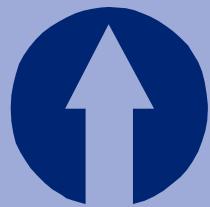
**Figure 32.  
Summary**

**Legend**

-  Intersection Improvements
-  Potential Pedestrian Crossing
-  Potential Community Gateway

**Bike Path**

-  Existing
-  Future



0 30 60 120 Feet  






## REFERENCES

City of Dillingham. 2006. *Draft City of Dillingham Comprehensive Plan*.

Department of Transportation and Public Facilities. May 8, 2000. *Memo from DOT&PF Commissioner Boyd Brownfield*

Department of Transportation and Public Facilities. June 2006. *Dillingham Downtown Streets Rehabilitation Reconnaissance Report*.

Ringuette, Janis and Norm Ringuette. 2007. *Hitching Posts and Bollards*. Available at <http://www.islandnet.com/~jar/streetscapes/topics/hitching.htm>. Accessed May 12, 2008.

**APPENDIX A:  
PUBLIC INVOLVEMENT  
ACTIVITIES SUMMARY**



## INTRODUCTION

The *Public Involvement Activities Summary* documents the tools and methods used to encourage public participation and capture public input at the Dillingham Downtown Streets Rehabilitation Context Sensitive Solutions (CSS) workshops. Public involvement activities occurred between August 2007 and April 2008. The summary reflects input provided by residents, business owners, local government representatives, tribal members, and others with an interest in the streets rehabilitation project.

## INTERVIEWS

Prior to the first CSS workshop, some project stakeholders were interviewed to gather a sampling of issues and concerns related to downtown Dillingham. Nine people including business owners, senior center staff, and a tribal representative were interviewed.

Responses were used to supplement discussion topics for the workshops. Interviewees were encouraged to attend, and invite others to attend, the CSS workshops. Interview notes are included at the end of this document. A summary of responses follows:

### **Parking**

- Most said that there is adequate parking in downtown Dillingham during most of the year. However, during the peak season (June-August) parking is a bit tight.
- Most would be interested in exploring shared parking options.

### **Lighting**

- Most said there was generally sufficient lighting in parking lots, but some areas need more light for security reasons especially during the dark winter.

### **Appearance**

- Most said that the downtown area is not very appealing and cited examples such as loiterers and inebriates, garbage, broken sidewalks, unkempt residential areas, and curved streets.
- Some said that the downtown area needs a facelift and suggested implementing streetscaping elements such as planters, trees and vegetation, and lightpoles with more character.

### **Vehicle Traffic**

- Most either use their own trucks to get supplies to their businesses or others have flatbed trucks deliver goods downtown.
- Most said that residents drive motorized vehicles (especially snowmachines in winter) to the downtown area while visitors use cabs or use shuttle vans from the bed & breakfast businesses.

### **Pedestrian Traffic**

- Most said there need to be more sidewalks to create a continuous system downtown and existing sidewalks need to be improved.
- Most also said the downtown area needs more and better street crossings connected with sidewalks. The corner at city hall was cited as dangerous.
- Some expressed safety concerns because many people walk in the road to avoid the damaged existing sidewalks.
- Most said that the proximity of businesses downtown was appealing, there's just not safe and adequate pedestrian access.

## **CSS WORKSHOP #1**

Wednesday, October 10, 2007

Dillingham City Hall Council Chambers

6:00 p.m. to 9:00 p.m.

*Approximately 30 attendees*

The purpose of the first CSS workshop was to introduce the streets rehabilitation project and key personnel, explain the CSS process and the intent of the workshops, and discuss the current status and future of downtown Dillingham.

Methods used to promote the first workshop included:

- Postcard invitation mailed to all Dillingham boxholders (approximately 950)
- Flyer posted on community bulletin boards
- Unpaid public service announcement sent to KDLG local radio station
- Paid advertisement in the Bristol Bay Times local newspaper
- Personal interviews (see Interviews section)

Materials used to promote the first workshop, the project presentation, self-mailer comment sheet, sign-in sheets, and comments received from the first workshop are included at the end of this document.

Following introductions and a project presentation, participants broke into four small groups and were assigned to facilitators who led the groups in discussions about one of the following topics as related to downtown Dillingham:

- Transportation
- Land use
- Safety
- Sense of place

The next hour-and-a-half of the workshop was broken into 25-minute intervals. At the intervals, participants could choose to rotate to a new topic or stay with their current



group. Participants were also free to join or leave a group at any time. Facilitators recorded comments on flipcharts. Facilitators and participants recorded comments on large aerial maps of the downtown area as well. A summary of comments from CSS Workshop #1 follows:

### **Transportation**

- Parking is a concern because most parking lots are accessed by driving over the sidewalk. Don't eliminate parking though.
- Improve pedestrian circulation. Sidewalks need improving as many are in poor condition. Some have a cross-slope making them very challenging during icy conditions. Wider sidewalks, or pathways, would be nice. Provide continuous sidewalks so people have a place to walk besides in the roadway.
- Make downtown multi-modal by accommodating different modes of transportation including bicycles, snowmachines, and ATVs.
- Extend the bike path into downtown. Make it easier to get between the bike path/downtown.
- Consider making all or part of the loop one-way. One-way traffic may have some negative impacts for both the port and some downtown merchants.

### **Land Use**

- Increase the amount of open space. The existing park is not dedicated parkland. The property was acquired by the city for right-of-way for the rehabilitation project. Try to keep the existing park but if that land is needed for the road project, replace it with other open space in Downtown.
- Provide better business access. For example, considering making access to the A/C store one way in, one way out. Finding suitable short-term parking spots for cab/air taxi services is important.
- Provide a gathering place in the downtown area.
- Keep downtown looking nice through landscaping, maintenance of individual buildings, etc.

### **Safety**

- Reduce speeds on Kanakanak.
- Make street crossings safer. Rehabilitate existing crosswalks, create additional crosswalks, and improve visibility at existing intersections.
- Reduce cut through traffic. People cut through parking lots treating them like additional roads.
- Accommodate port traffic. Make sure it has a safe path through downtown while ensuring it does not create problems for others.

### **Sense of Place**

- Celebrate the people of Dillingham.
- Enjoy the waterfront. Provide better access or view points.



- Provide more streetscaping. Maybe use some examples of fishing equipment.
- Create a gateway into downtown. Maybe a community signpost or pavilion to welcome people downtown.

Following the small group discussions, everyone gathered as a large group to report on the discussions and additional comments were recorded on a flipchart. Facilitators also received suggestions for scheduling the next workshop and encouraged participants to attend, and invite others to attend, the second CSS workshop.

## CSS WORKSHOP #2

Wednesday, March 19, 2008\*

Dillingham City Hall Council Chambers

6:00 p.m. to 9:00 p.m.

*Approximately 15 attendees*

The purpose of the second CSS workshop was to review the results of the first workshop and obtain community input on possible CSS elements that could be included in the Dillingham Downtown Streets Rehabilitation project. The workshop was conducted as a group discussion with an opportunity for additional comments at the end of the meeting. Participants were also encouraged to mark comments on tabloid-size (11"x17") map handouts and on self-mailer comment sheets.

In addition to a general map with an aerial view of downtown Dillingham with major streets and landmarks, the tabloid maps showed the following topics and suggestions from the first workshop:

- Pedestrian improvements
- Alternative one-way loop
- Safety concerns
- Parks/Open space
- Lighting
- Frequently visited places
- Snowmachine routes
- Transportation
- Utilities

Methods used to promote the second workshop included:

- Postcard invitation mailed to all Dillingham boxholders (approximately 950)
- Flyer posted on community bulletin boards

---

\* The second CSS workshop was originally planned for February 19, but was postponed due to scheduling conflicts.

- Unpaid public service announcement sent to KDLG local radio station
- Paid display advertisement in the Bristol Bay Times local newspaper
- E-mail invitations sent to e-mail addresses collected at first workshop (approximately 20)

Materials used to promote the second workshop, the presentation, maps, self-mailer comment sheet, sign-in sheets, and comments received from the second workshop are included at the end of this document.

Project team members recorded comments on flipcharts and attendees also recorded comments on the tabloid-size map handouts. A summary of comments from CSS Workshop #2 follows:

### **Parking**

Workshop attendees agreed that parking in downtown needs to be improved. One question that was raised was how much parking is actually needed in downtown and how much currently exists. In general, attendees felt that more discussion was needed before decisions such as the type of curb to be included in the project could be made.

### **Bike/Pedestrian Network**

Workshop attendees confirmed that an expanding bike/pedestrian network is desired. They identified new (or better marking of existing) crossings at the following locations:

- Seward Street at school
- D Street/Bike Path
- Boat Yard
- N&N Market
- Business area to A/C market
- Between park and City Hall
- Between post office and bank
- Some residents like the idea of having bulb outs at crossings but they were concerned about the effects on snow plowing.
- Expanding the bike path network is important. Residents were interested in possibly extending the bike path along D Street but some were concerned about the grade involved.

### **Two-way vs. One-way Loop**

- While some residents were against the one-way loop, other residents liked the idea. Many variations of a one-way loop were discussed but there was no consensus on what a one-way alternative would look like. Some residents liked the one-way option because they felt the additional pedestrian amenities that could be accommodated by a one-way loop would increase business, increase health by encouraging walking, and increase the downtown's visual appeal. Others felt improved access is more important than visual appearance. Some felt



- the one-way loop would have more of a negative impact on some businesses than others.
- One of the biggest questions would be how would the port traffic be accommodated if some of the roads were one-way.

### **Intersections Improvements**

In addition to those identified in the first workshop, workshop attendees identified the following intersections as needing improvement:

- Alaska Street @ Second
- Kakanak Rd. @ D Street
- Harbor/Port access point
- ROW near A/C Store/Kakanak Road
- @ Bering Sea Traders
- T intersection at Kakanak Road @ D Street (this is an awkward bike/pedestrian crossing)

### **Multi-use Path**

Workshop attendees would like the crossing to D Street at the fire hall improved. They would like to extend the path on D Street as a bike lane (preferably on both sides). They felt the bike path should continue along Main Street if Main Street becomes a one-way street.

### **Gateway**

At this workshop, residents preferred an official sign or notice board instead of a pavilion as a gateway into downtown. They felt the appropriate place for the sign would be at the fire hall or rink.

### **Lighting**

- Workshop attendees agreed that additional lighting is needed. In particular, lighting needs to be improved between the A/C store and City Hall and along the bike path.
- The residents were concerned about the placement of utility poles/lights. Many felt the poles should be on the same side of the street. They mentioned that a few poles need to be relocated because they are in awkward locations (near sidewalk, in parking lots, etc.).
- Attendees also voiced concerns about light pollution. Lights that are focused and motion activated would be preferable as they would be more consistent with the rural feel of the area.

### **Streetscaping**

- The general consensus was that some streetscaping would be nice. Most felt a marine theme that incorporated cannery/fishing relics would be appropriate.

- There was not a consensus on the type of streetscaping to be included in the project. Bollards to separate the pedestrians from the cars received mixed reviews. Some attendees liked the concept but others felt they would be impractical because of the snow removal needs. Some felt that any streetscaping should be functional and easy to maintain such as trash cans. Others wanted to see more decorative elements.
- The cost of the streetscaping was a concern as some businesses in the area are struggling and do not have the money to purchase and maintain streetscaping elements.

### **Parks & Open Space**

Residents disagreed with the locations for additional open space suggested by attendees from the first workshop. They felt any future parks or open space should be farther from downtown to reduce the potential for the park to become a gathering point for inebriates. Possible sites that were suggested included a pavilion at the harbor or near the hockey rink. They believed the park would primarily be used a place to each lunch and thought the park should have some seating areas.

### **Waterfront Connection**

The majority of workshop attendees felt a waterfront connection is important. They liked the idea of an observation deck. They wanted to be able to enjoy the view. Possible viewing areas included the area along Kakanak Road near the beginning of the bike path and the brush area near Peter Pan. Attendees also wanted beach access.

### **Additional Topics**

- One suggestion that was raised during the meeting was the possibility of a left turn lane into the small boat harbor. According to community residents, the line of traffic waiting to turn can get lengthy at times. Some drivers will drive on the shoulder to pass the waiting traffic. A left turn lane would eliminate the traffic backup at this point.
- Workshop attendees felt the City of Dillingham should facilitate workgroups to make decisions on intersections, parking, and other downtown rehabilitation topics. They felt more time was needed to consider their options. They also wanted to make sure the public would be involved in the decision-making process.



## INTERVIEW MATERIALS

## Downtown Dillingham Streets Rehabilitation Project Interview

Name of interviewee: Bob Kallstrom, Owner		
Business: L&M Supplies, Dillingham Hotel, Marina		
Contact details: Work	Phone: 842-5241	Fax:
	Email:	
Interview start/finish time		
<b>Explain the purpose of the project and interview:</b> <ul style="list-style-type: none"> <li>▪ Project sponsored by City of Dillingham and Alaska Department of Transportation and Public Facilities.</li> <li>▪ The purpose of the interview is to identify issues and concerns relating to downtown Dillingham.</li> <li>▪ The results of the interviews will be summarized and used as background information to develop the CSS workshop.</li> </ul>		First Workshop: Wednesday, Oct. 10, 6-9 p.m., City Hall Council Chambers, 141 Main Street.
<b>QUESTIONS</b>		
What type of business do you own/manage? How long have you been in business?		Owns Dillingham Hotel, L&M Supplies and the Marina (outdoor and recreation), has owned these businesses for the past 35 years.
Do you provide off-street parking at your business or do you rely on on-street parking? Is the parking adequate?  Would you be interested in shared parking		Provide parking in own lot.  Adequate most of the time.  Possibly, for the hotel business.
Is the lighting in the area adequate?		Yes, provided by the city.
What is your most significant issue with downtown?		Unable to answer.
What is your vision for downtown?		No.
Pedestrian access?		Could be more sidewalks.
What do you like about downtown?		Location, right across from the bank.
How do most people get to your place of business?		Drive.
Do you get large delivery trucks? How often?		Uses own pick up truck to deliver goods from barge or the airplane. On a daily basis.
Do you have any planned improvements to your building?		Not at this time.
Interviewer's comments		Reminded about the meeting on 10/10/07. He said his spouse may attend, her name is Blanche Kallstrom.
<b>Follow up needed</b>		
Promise made:		Action required:



## Downtown Dillingham Streets Rehabilitation Project Interview

Name of interviewee: Jessica York, Owner		
Business: The Muddy Rudder		
Contact details: Work	Phone: 842-2634	Fax:
	Email:	
Contact details: Personal	Phone:	Fax:
	Email:	
Interview start/finish time		
<b>Explain the purpose of the project and interview:</b> <ul style="list-style-type: none"> <li>▪ Project sponsored by City of Dillingham and Alaska Department of Transportation and Public Facilities.</li> <li>▪ The purpose of the interview is to identify issues and concerns relating to downtown Dillingham.</li> <li>▪ The results of the interviews will be summarized and used as background information to develop the CSS workshop.</li> </ul>		First Workshop: Wednesday, Oct. 10, 6-9 p.m., City Hall Council Chambers, 141 Main Street.
<b>QUESTIONS</b>		
What type of business do you own/manage? How long have you been in business?		Restaurant business, has had for 11 years.
Do you provide off-street parking at your business or do you rely on on-street parking? Is the parking adequate?		Provide parking in own lot.  Not during peak season (June – August).
Would you be interested in shared parking		Possibly.
Is the lighting in the area adequate?		No. We provide lighting for the parking lot, there are few areas where more lights would be better, especially during the winter. Have had fuel stolen and break ins at the business.
What is your most significant issue with downtown?		Overall lack of aesthetics (i.e. loitering, spitting on sidewalks, garbage, broken and crushed sidewalks, residential areas downtown are un kept and not visually pleasing), needs to be better engineered, planters, do not provide benches that would encourage loitering.
What is your vision for downtown?		Manage dumpsters, not right on the street for commercial use, see businesses and personal property kept up, and not so industrial. Some trees to break up the industrial look, fancy light poles.
Pedestrian access?		Hard to get around downtown, heaves, cracks and potholes in the sidewalk and street. Dangerous to cross the street, no sidewalks and treacherous.
What do you like about downtown?		Compact, small. Not completely squared off character with curves, close to the water, could have good view, expect with utilities and city. The city owns ½ mile of water front.
How do most people get to your place of business?		Foot, Bed and Breakfast vans, cab. Really depends on the season.
Do you get large delivery trucks? How often?		Yes, flatbeds, box truck about twice a week.
Do you have any planned improvements to your building?		Purchasing building and improvements to the look. Would like to pave the parking lot, but too expensive.
Interviewer's comments		Reminded her about the meeting on 10/10/07 and asked that she try and make it.
<b>Follow up needed</b>		
Promise made:		Action required:

## Downtown Dillingham Streets Rehabilitation Project Interview

Name of interviewee: Jack Allen		
Business: Nushagak Cab		
Contact details: Work	Phone: 842-4267	Fax:
	Email:	
Interview start/finish time		
<b>Explain the purpose of the project and interview:</b> <ul style="list-style-type: none"> <li>▪ Project sponsored by City of Dillingham and Alaska Department of Transportation and Public Facilities.</li> <li>▪ The purpose of the interview is to identify issues and concerns relating to downtown Dillingham.</li> <li>▪ The results of the interviews will be summarized and used as background information to develop the CSS workshop.</li> </ul>		First Workshop: Wednesday, Oct. 10, 6-9 p.m., City Hall Council Chambers, 141 Main Street.
<b>QUESTIONS</b>		
What type of business do you own/manage? How long have you been in business?		
Do you provide off-street parking at your business or do you rely on on-street parking? Is the parking adequate?		
Would you be interested in shared parking?		
Is the lighting in the area adequate?		
What is your most significant issue with downtown?		
What is your vision for downtown?		
Pedestrian access?		
What do you like about downtown?		
How do most people get to your place of business?		
Do you get large delivery trucks? How often?		
Do you have any planned improvements to your building?		
Interviewer's comments		Not able to do interview, will try and make it to the meeting in Dillingham.
<b>Follow up needed</b>		
Promise made:		Action required:



## Downtown Dillingham Streets Rehabilitation Project Interview

Name of interviewee: Dorthy Larsen, Tribal Administrator		
Business: Curyung Tribal Council		
Contact details: Work	Phone: 842-2384	Fax:
	Email:	
Interview start/finish time		
<b>Explain the purpose of the project and interview:</b> <ul style="list-style-type: none"> <li>▪ Project sponsored by City of Dillingham and Alaska Department of Transportation and Public Facilities.</li> <li>▪ The purpose of the interview is to identify issues and concerns relating to downtown Dillingham.</li> <li>▪ The results of the interviews will be summarized and used as background information to develop the CSS workshop.</li> </ul>		First Workshop: Wednesday, Oct. 10, 6-9 p.m., City Hall Council Chambers, 141 Main Street.
<b>QUESTIONS</b>		
What type of business do you own/manage? How long have you been in business?		Tribal government, 5 years.
Do you provide off-street parking at your business or do you rely on on-street parking? Is the parking adequate?  Would you be interested in shared parking		Yes, provide for the office employees, by the police department. Would be interested in shared parking, have 10 employees and would need sufficient access and also the assurance that there would be parking for members. The parking would have to be close to the office.
Is the lighting in the area adequate?		Not adequate.
What is your most significant issue with downtown?		Streets have too many curves, safety and not enough room for streets or property lines. No thought put into developing downtown, vision is blocked by corner or buildings.
What is your vision for downtown?		Would be nice to have wider roads, sidewalks, (larger and better on both sides with more aesthetics). Parks, statue or murals were mentioned as ideas, parking needed.
What do you like about downtown?		Close, easy for foot traffic (post office, store, mukluk variety store).
What would you change about downtown?		Change the whole structure of downtown, make safer and better use. Create a business district (parking, access), put residential areas outside of the business district, create a recreational park.
Pedestrian access?		Not adequate. Small parking area on both sides. No pedestrian walkways, sidewalks are narrow and non existent. Sporadic and not continuous.
How do most people get to your place of business?		People generally drive. Most of the pedestrians are high school age.
Do you get large delivery trucks? How often?		Flat bed vehicles.
Do you have any planned improvements to your building?		Working with the Bristol Bay

	Campus on parking lot and shared access road.
Hang out downtown?	Yes, year around, more during the summer season. Need a place, one park bench in the town. Have tennis and basketball courts, but they are not maintained and out of town.
Interviewer's comments	Tribe has the Indian Reservation Roads funding from BIA and works with the City on improvements.
<b>Follow up needed</b>	Discussed doing a presentation for the Tribal Council, they will try and make it to the workshop. -suggested contacting the Social Studies program at the school to get high school participants. -suggested the Senior Center for interview. -Elders, John and Gladys Norbert Sr. were suggestions of seniors to talk to about walking downtown.
Promise made:	Action required:



## Downtown Dillingham Streets Rehabilitation Project Interview

Name of interviewee: Lauraee Mitchell		
Business: Dillingham Senior Center		
Contact details: Work	Phone: 842-1231	Fax:
	Email: seniorcenter@dillinghamak.us	
<b>Explain the purpose of the project and interview:</b> <ul style="list-style-type: none"> <li>▪ Project sponsored by City of Dillingham and Alaska Department of Transportation and Public Facilities.</li> <li>▪ The purpose of the interview is to identify issues and concerns relating to downtown Dillingham.</li> <li>▪ The results of the interviews will be summarized and used as background information to develop the CSS workshop.</li> </ul>		First Workshop: Wednesday, Oct. 10, 6-9 p.m., City Hall Council Chambers, 141 Main Street.
<b>QUESTIONS</b>		
What type of business do you own/manage? How long have you been in business?		Non-profit, under the City of Dillingham.
Do you provide off-street parking at your business or do you rely on on-street parking? Is the parking adequate?		Yes, adequate.
Would you be interested in shared parking?		
Is the lighting in the area adequate?		Yes, located by HUD senior apartments and there is good lighting in the area.
What is your most significant issue with downtown?		Sidewalks and issue in the winter and summer. There are no signs, but it is easy to find places downtown.
What is your vision for downtown?		Sidewalks are number one priority. Parking signs and better parking would be good. People are walking in the middle of the road, this is a safety issues, especially for the seniors.
What do you like about downtown?		The businesses are working to continually improve the look of their buildings.
What would you change about downtown?		There are 32 villages served by Dillingham. Visitors do not rent cars, they walk and take the cabs. All downtown is mainly walking, need sidewalks and crossings. Would like to see street scaping. Would like to see the inebriate problem addressed. The two grocery stores are the focal point for the community and visitors.
Pedestrian access?		Not adequate. Small parking area on both sides. No pedestrian walkways, sidewalks are narrow and non existent. Sporadic and not continuous.
How do most people get to your place of business?		More walkers than drivers.
Do you get large delivery trucks? How often?		Flat bed vehicles.
Interviewer's comments		
<b>Follow up needed</b>		
Promise made:		Action required:

**Downtown Dillingham Streets Rehabilitation Project Interview**  
**State Project Number: 57180**

Name of interviewee: <u>Walter <del>Allen</del> McLean</u>		
Business: <u>AC Company</u> <u>BB Campus</u> <u>UNF</u>		
Contact details: Work	Phone:	Fax:
	Email:	
Interview start/finish time		
<b>Explain the purpose of the project and interview:</b>		First Workshop: Wednesday, Oct. 10, 6-9 p.m., City Hall Council Chambers, 141 Main Street.
<ul style="list-style-type: none"> <li>▪ Project sponsored by City of Dillingham and Alaska Department of Transportation and Public Facilities.</li> <li>▪ The purpose of the interview is to identify issues and concerns relating to downtown Dillingham.</li> <li>▪ The results of the interviews will be summarized and used as background information to develop the CSS workshop.</li> </ul>		
<b>QUESTIONS</b>		
What type of business do you own/manage? How long have you been in business?		<u>UNF / Since 1979</u>
Do you provide off-street parking at your business or do you rely on on-street parking? Is the parking adequate?		<u>neg. on parcel of land w/ city (lighted, paved, shrubbery)</u>
Would you be interested in shared parking?		
Is the lighting in the area adequate?		<u>yes @ UNF.</u>
What is your most significant issue with downtown?		<u>Corner / City Hall where 3 road intersection. Seems dangerous, esp. ped.</u>
What is your vision for downtown?	<u>cleanup facelift.</u>	<u>- routing the area, more sidewalk, night D area. See improvements to bldg.</u>
Pedestrian access?		<u>downtown area sufficient.</u>
What do you like about downtown?		<u>convenient + able to see people.</u>
How do most people get to your place of business?		<u>Mix, walk, drop off, + drive.</u>
Do you get large delivery trucks? How often?		<u>- more ped. driving when parking avail.</u>
		<u>(yes) barges</u>
Do you have any planned improvements to your building?		<u>All new, garden work all new, 2006</u>
Interviewer's comments		
<b>Follow-up needed</b>		
Promise made:		Action required:



**Downtown Dillingham Streets Rehabilitation Project Interview**  
**State Project Number: 57180**

Name of interviewee: <i>Bill Miller</i>		
Business: <i>AC Company N-to market</i>		
Contact details: Work	Phone: <i>842-</i>	Fax:
	Email:	
Interview start/finish time		
<b>Explain the purpose of the project and interview:</b>		First Workshop: Wednesday, Oct. 10, 6-9 p.m., City Hall Council Chambers, 141 Main Street.
<ul style="list-style-type: none"> <li>▪ Project sponsored by City of Dillingham and Alaska Department of Transportation and Public Facilities.</li> <li>▪ The purpose of the interview is to identify issues and concerns relating to downtown Dillingham.</li> <li>▪ The results of the interviews will be summarized and used as background information to develop the CSS workshop.</li> </ul>		
<b>QUESTIONS</b>		
What type of business do you own/manage? How long have you been in business?		<i>grocery - late 70s</i>
Do you provide off-street parking at your business or do you rely on on-street parking? Is the parking adequate?		<i>off street in front bldg.</i>
Would you be interested in shared parking?		<i>- would like more space peak no, winter yes</i>
Is the lighting in the area adequate?		<i>- yes</i>
What is your most significant issue with downtown?		<i>"</i>
What is your vision for downtown?		<i>- Tourism - retail store</i>
Pedestrian access?		<i>- sidewalks good - summer maintenance - wide enough</i>
What do you like about downtown?		<i>- Reasonable, nice people that live here.</i>
How do most people get to your place of business?		<i>- walking</i>
Do you get large delivery trucks? How often?		<i>* Vehicle of some type * Car, truck * snow machines (villagers)</i>
Do you have any planned improvements to your building?		<i>- Yes / Flatbeds - Street parking</i>
Interviewer's comments		<i>- Tucked about. - Loading dock in back</i>
<b>Follow up needed</b>		
Promise made:		Action required:

**Downtown Dillingham Streets Rehabilitation Project Interview**  
**State Project Number: 57180**

Name of interviewee: <u>Bob Burnett</u>	
Business: <u>AC Company</u>	
Contact details: <u>Work</u>	Phone: <u>542.5444</u> Fax:
Email: <u>r-americo@hotmail.com</u>	
Interview start/finish time	
<b>Explain the purpose of the project and interview:</b>	First Workshop: Wednesday, Oct. 10, 6-9 p.m., City Hall Council Chambers, 141 Main Street.
<ul style="list-style-type: none"> <li>Project sponsored by City of Dillingham and Alaska Department of Transportation and Public Facilities.</li> <li>The purpose of the interview is to identify issues and concerns relating to downtown Dillingham.</li> <li>The results of the interviews will be summarized and used as background information to develop the CSS workshop.</li> </ul>	
<b>QUESTIONS</b>	
What type of business do you own/manage? How long have you been in business?	<u>Grocery / 25+ yrs.</u>
Do you provide off-street parking at your business or do you rely on on-street parking? Is the parking adequate?	<u>OFF STREET</u>
Would you be interested in shared parking?	<u>NO</u>
Is the lighting in the area adequate?	<u>YES</u>
What is your most significant issue with downtown?	<u>Can be better</u>
What is your vision for downtown?	<u>Character of it, runned down. Full lift, cleaning up, organized new planker boxes.</u>
Pedestrian access?	<u>Dust out, nice to have DLG everything paved. Had to grade unpaved areas. Dry Summers pad. Full lift, replace decrepited boards w/new. more color.</u>
What do you like about downtown?	<u>sidewalks are imp't, use more on other street / in front. People! friendly. See everyone gathering place.</u>
How do most people get to your place of business?	<u>• Outside place for pros. to sit, coffee.</u>
Do you get large delivery trucks? How often?	<u>- most drive</u>
Do you have any planned improvements to your building?	<u>- yes, out back!</u> <u>- every other day</u>
Interviewer's comments	<u>- possible. complete new store</u> <u>- New store adjacent.</u>
<b>Follow up needed</b>	
Promise made:	Action required:




**Downtown Dillingham Streets Rehabilitation Project Interview**  
**State Project Number: 57180**

Name of interviewee: <u>Margaret Moreno</u>	
Business: <u>AK Company</u> <u>Kozy Kuspu</u>	
Contact details: Work	Phone: <u>842-1259</u> Fax: <u>842-4486</u>
	Email: <u>kozyn@nushtel.com</u>
Interview start/finish time	
<b>Explain the purpose of the project and interview:</b>	
<ul style="list-style-type: none"> <li>Project sponsored by City of Dillingham and Alaska Department of Transportation and Public Facilities.</li> <li>The purpose of the interview is to identify issues and concerns relating to downtown Dillingham.</li> <li>The results of the interviews will be summarized and used as background information to develop the CSS workshop.</li> </ul>	First Workshop: Wednesday, Oct. 10, 6-9 p.m., City Hall Council Chambers, 141 Main Street.
<b>QUESTIONS</b>	
What type of business do you own/manage? How long have you been in business?	Retail/wholesale
Do you provide off-street parking at your business or do you rely on on-street parking? Is the parking adequate?	No parking
Would you be interested in shared parking?	
Is the lighting in the area adequate?	Smaller poles nice lights
What is your most significant issue with downtown?	Lighting - need more friendly. Enhances area. Dirty, garbage, unpainted bldgs.
What is your vision for downtown?	Bear @ Chambers Bring customer Plaque w/ tree, cement, flowers wildlife bench - look + sit Park (little) that is inviting Open public park
Pedestrian access?	Access to door, safe
What do you like about downtown?	Nothing really, sweep hard to keep clean.
How do most people get to your place of business?	walking + driving
Do you get large delivery trucks? How often?	NO
Do you have any planned improvements to your building?	Replacing windows + painting
Interviewer's comments	Visitor center (airport) location needs to be in community. Tourism, this year less. Nothing to do in town. Museum in library (building)
<b>Follow up needed</b>	
Promise made:	Action required:

## CSS WORKSHOP #1 MATERIALS





**DOWNTOWN DILLINGHAM** AK

**How can we improve downtown Dillingham?** Come to the workshop to give us your ideas and learn more about the Dillingham Downtown Streets Rehabilitation project.

**WHAT:** Downtown Dillingham Context Sensitive Solutions Workshop  
**WHEN:** Wednesday, Oct. 10, 6-9 p.m. *(Everyone is invited! Stop by any time!)*  
**WHERE:** City Hall Council Chambers, 141 Main Street

Questions or comments about the project? Call Jody Seitz, Dillingham City Planner, 842-5211, or Ken Morton, ADOT&PF, (907) 269-0548.

*Sponsored by the City of Dillingham and the Alaska Department of Transportation and Public Facilities*

HDR ALASKA, INC.  
 ATTN: ROSETTA ALCANTRA  
 2525 C STREET, SUITE 305  
 ANCHORAGE, ALASKA 99503-2632

PRE-SORTED STD.  
 U.S. POSTAGE PAID  
 PERMIT NO. 500  
 ANCHORAGE, AK

**Do you want  
 to see changes  
 in downtown  
 Dillingham?**

Flip this postcard over  
 for details on how  
 you can help.





# DOWNTOWN DILLINGHAM<sup>AK</sup>

**How can we improve downtown Dillingham?** Come to the workshop to give us your ideas and learn more about the Dillingham Downtown Streets Rehabilitation project.

**WHAT: Downtown Dillingham Context Sensitive Solutions Workshop**


**WHEN: Wednesday, Oct. 10, 6-9 p.m.** *(Everyone is invited! Stop by any time!)*

**WHERE: City Hall Council Chambers, 141 Main Street**

Questions or comments about the project? Call Jody Seitz, Dillingham City Planner, 842-5211, or Ken Morton, ADOT&PF, (907) 269-0548.

*Sponsored by the City of Dillingham and the Alaska Department of Transportation and Public Facilities*





# DOWNTOWN DILLINGHAM AK

**How can we improve downtown Dillingham?** Come to the workshop to give us your ideas and learn more about the Dillingham Downtown Streets Rehabilitation project.

**WHAT: Downtown Dillingham Context Sensitive Solutions Workshop**  
**WHEN: Wednesday, Oct. 10, 6-9 p.m.** *(Everyone is invited! Stop by any time!)*  
**WHERE: City Hall Council Chambers, 141 Main Street**

Questions or comments about the project? Call Jody Seitz, Dillingham City Planner, 842-5211, or Ken Morton, ADOT&PF, (907) 269-0548.

*Sponsored by the City of Dillingham and the Alaska Department of Transportation and Public Facilities*

To: <b>KDLG Community Bulletin</b>	Fax: 842-5465
From: Rosetta Alcantra, Public Involvement Specialist	Phone: 644-2074
Date: October 5, 2007	Fax: 644-2022

RE: Following is a public service announcement for the community bulletin. Please let me know if you have any questions. I can be reached at 644-2074 or by email at [rosetta.alcantra@hdrinc.com](mailto:rosetta.alcantra@hdrinc.com) Thank you in advance for providing the announcement.

---

**Public Service Announcement**

The City of Dillingham Planning Department and the Alaska Department of Transportation and Public Facilities are beginning planning efforts for a rehabilitation of Dillingham's downtown streets. To help in capturing the community's vision and desire for the downtown area, you are invited to participate in two workshops scheduled in Dillingham. Topics to be discussed include, but are not limited to: parking, lighting, pedestrian access, safety, and the overall look and feel of downtown.

Please join the City of Dillingham and DOT&PF on Wednesday, October 10, 2007 from 6:00 pm to 9:00 pm at the City Hall Council Chambers for the first workshop. Everyone is invited.

Please contact Jody Seitz, Dillingham City Planner if you have any questions at 842-5211.





**Dillingham Downtown Streets  
Rehabilitation**  
**Wednesday, October 10, 2007**  
**6:00 pm – 9:00 pm**  
**Dillingham City Council Chambers**

## **AGENDA**

- |                |                              |   |
|----------------|------------------------------|---|
| <b>6:00 PM</b> | <b>Introductions</b>         | Jody Seitz, Dillingham City Planner<br>Ken Morton, DOT&PF<br>Laurie Cummings, AICP, HDR Alaska, Inc.  |
| <b>6:15 PM</b> | <b>What is CSS?</b>          | Laurie Cummings, AICP, HDR Alaska, Inc.   |
| <b>7:00 PM</b> | <b>Breakout Group</b>        | Facilitated small group discussions centered on a specific topic. After 25 minutes, the facilitator will ask everyone to rotate to a new topic. You may join in a discussion group at any time and may continue with a topic group for as long as you would like. |
| <b>8:30 PM</b> | <b>What we have learned?</b> | Summarize the small group discussions. Any ideas or suggestions not mentioned during the small group discussions can be brought up at this time.  |
| <b>8:45 PM</b> | <b>Closing comments</b>      | Discuss what is next? When would be the best time to have the second CSS workshop?  |

## Dillingham Downtown Streets Rehabilitation Project

October 10, 2007

## Project Overview

- Rehabilitate Kakanak Road (from the Small Boat Harbor Entrance to Main Street) Main Street (from Kakanak Road to City Hall), 2<sup>nd</sup> Avenue (from City Hall to D Street), and D Street (from 2<sup>nd</sup> Avenue to Kakanak Road)
- Pedestrian improvements



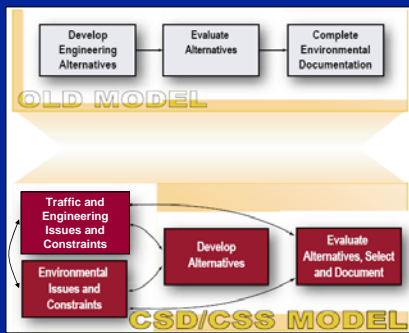
## What is CSS?

- Context Sensitive Solutions (CSS)
- An approach to transportation decision-making that considers the communities and land which roads pass through (“the context”)

## CSS Principles

- Balance between community value and transportation needs
- Bring place and road design together
- Balancing
  - Safety
  - Ability to get around
  - Community objectives
  - Environment
- Considers cars, bikes and pedestrians
- Involves property owners, residents, elected officials, engineers, planners, business owners, architects, etc.
- Flexibility in design
- Incorporate visual improvements

## Conventional vs. CSS Road Design Approach



## Features That Create Context

- **Physical Environment**
- **Cultural/Historic Setting**
- **Community Values**
- **Land use**
  - Defines urban activity
  - Major factor in design criteria
- **Site design**
  - Arrangement of buildings, traffic pattern, parking and landscape
  - Vehicle or pedestrian-orientation
- **Building design**
  - Height, scale shape context
  - Create enclosure/pedestrian interest





## Land Use

- Major factor in road design
- Influences:
  - Amount of traffic
  - Pedestrian usage
  - Activity in roadside
  - Width of road
  - Parking needs
  - Target speed
  - Freight and transit



## Placemaking

- Community-based approach to the development and revitalization of cities and neighborhoods
- Placemaking:
  - Community driven
  - Unique places with lasting value
  - Compact, mixed-use
  - Pedestrian and transit oriented
  - Strong civic character
  - Contributes to economic development



## More than just the Road

- Traveled Way Design
  - Cross-sections
  - Access management
  - Transition principles
  - Lane width
  - Medians
  - Bicycle facilities
  - Parking
  - Mid-block crosswalks
  - Snow removal
  - Transit stops
  - Drainage
  - Safety



## Purpose of Workshop

- Help establish the context for the Dillingham Downtown Street Rehabilitation Project
- Identify potential improvements to Downtown Dillingham

## Topics to be Covered

- Land Use
- Transportation
  - Cars
  - Parking
  - Pedestrian/Bicycle Needs
- Safety
- Sense of Place
  - Look & feel of Downtown

## What can this project do?

- Can include:
  - Streets & curbs
  - Drainage
  - Sidewalks
  - Lighting
  - Signage
  - Resolve Right-of-Way issues
  - Safety-oriented street furniture (bollards, fencing, etc)
- Other funding would be needed for:
  - Landscaping
  - Utility work (except relocations caused by road re-alignment)
  - Building improvements

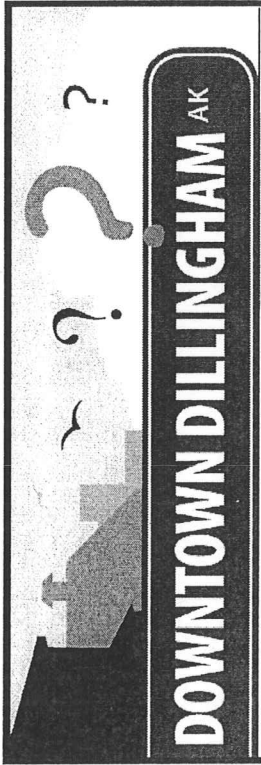
## Questions?

If you have any questions or would like to learn more about the project, please contact:

**Ken Morton**  
Consultant Coordinator, DOT&PF  
[kenneth.morton@alaska.gov](mailto:kenneth.morton@alaska.gov)  
907-269-0548

**Jody Seitz**  
Planning Director, City of Dillingham  
[planner@dillinghamak.us](mailto:planner@dillinghamak.us)  
907-842-3785

**Laurie Cummings**  
Project Manager, HDR Alaska  
[laurie\\_cummings@hdrinc.com](mailto:laurie_cummings@hdrinc.com)  
907-644-2065



# Dillingham Downtown Streets Rehabilitation

State Project: 57180

Wednesday, October 10, 2007

6:00 pm - 9:00 pm

Dillingham City Council Chambers

Workshop #1

Name	Address	Email	Do you work Downtown? Voluntary	Do you live Downtown? Voluntary	*Gender Strictly voluntary	*Race Strictly voluntary
Carol Shade	P.O. Box 872 Dillingham	cashade@starkad.net	N	N	F	W
William Miller	P.O. Box 1425	wmiller@nushtel.net	Y	N	M	W
Sue Flensburg	Box 174	sflensburg@bbn.com	N	N	F	W
Chris Dackmeyer	Box 471	cdackmeyer@bbn.com	N+P	N	M	
Melody Nibeek	PO Box 84	mniebeck-edgmon@hotmail.com	Y	N	F	W
NELS JOHNSU	Box 197 DLG					
Simeon Petla	Box 987 DLG					
Jeff Fowkert	Box 591 DLG	JFOWKERT@nushtel.net	Y	N	M	W
Aleknagik Natives Limited						
FRED NISHIMURA	P.O. Box 1630		Y	N	M	AP
Bellanira Indieke	P.O. Box 697		N	N	F	H
John Armstrong	Box 204	johna20@nushtel.net	N	Y	F	
Paul Liedberg	POB 478 DLG		Y	N	M	W
Gayla Woods	PO Box 315 DLG	tgkwoods@nushtel.net	N	N	F	AN

RACE/GENDER - Strictly voluntary. The purpose of collecting this information is to ensure as a recipient of Federal DOT funding we a fulfilling our Title VI responsibilities by ensuring fair and equitable representation by the public. **Race Categories are:** White (W); American Indian (AI); Alaska Native (AN); Black (B); Hispanic (H); Asian/Pacific Islander (AP); Other (O) Category not listed (please self identify and specify).





# Dillingham Downtown Streets Rehabilitation

State Project: 57180  
**Wednesday, October 10, 2007**  
**6:00 pm - 9:00 pm**  
 Dillingham City Council Chambers

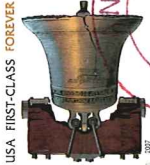
Name	Address	Email	Do you work Downtown? Voluntary	Do you live Downtown? Voluntary	*Gender Strictly voluntary	*Race Strictly voluntary
JANE BOYKER	Box 241	dj-boyker@nushtel.net	N/A	NO		
ELIJA AKHEL KOKK	P.O. Box 654	Elija Akhel Koko?			♂	
JAYNIE BENNETT	Box 372	woodriverscreations@yds.com	YES	NO		
TERRY HOFFERKE	Box 825	nonnie@nushtel.net	NO	NO		
MIKE MEEGLI	P.O. Box 36	Megli@Nushtel.Coop Megli@Nushtel.Coop	NO	NO		
RACHEL MAIR	P.O. Box 395	jimmair@nushtel.net	YES	NO		
SPAWN WIMPL	PO Box 1489	fireweed@premier.com?	YES	NO		
KAREN DEARWINE	USDA Rural Dev.	karen.dearwine@ak.usda.gov	YES	YES	F	W
SHEILA NEXEDA	Box 416 DLG AK	vista99636@hotmail.com	NO	NO	F	AN
JESSICA YORK	Box 403 DLG		YES	YES	F	W
RICHARD HENRIKSON	POB 889, DLG	dpdchief@dillinghamak.us	YES	NO	M	W
BRIAN PAULING	POB 1176	bgp43624e@nushtel.net	NO	NO	M	W
CINDY FUTE	Box 586 DLG	citytribbanc.org	NO	NO		

**RACE/GENDER** - Strictly voluntary. The purpose of collecting this information is to ensure as a recipient of Federal DOT funding we a fulfilling our Title VI responsibilities by ensuring fair and equitable representation by the public. **Race Categories are:** White (W); American Indian (AI); Alaska Native (AN); Black (B); Hispanic (H); Asian/Pacific Islander (AP); Other (O) Category not listed (please self identify and specify).



Please fold and tape this side for mailing

To: HDR Alaska, Inc.  
ATTN: Rosetta Alcantara  
2525 C Street, Suite 305  
Anchorage, AK 99503



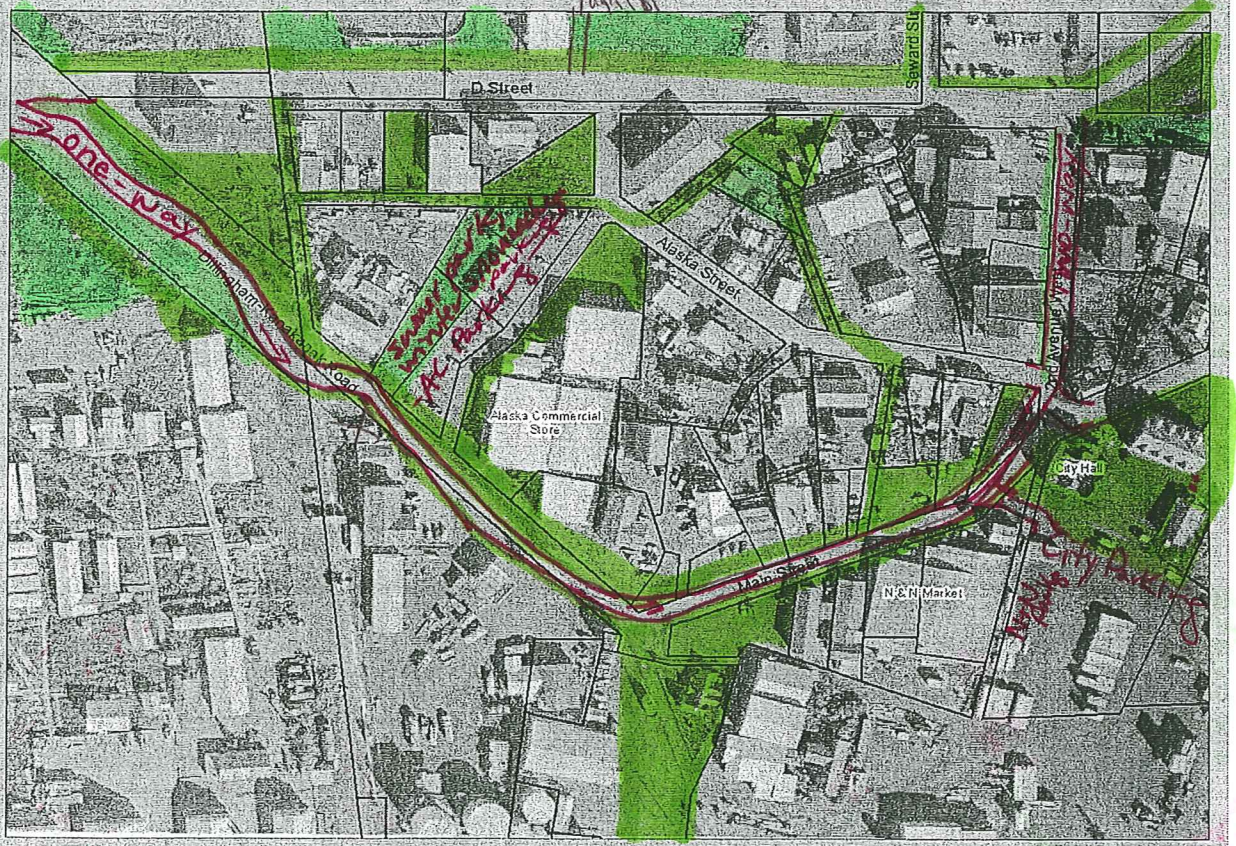
RECEIVED  
DEC 05 2007

2525 C Street, Suite 305  
Anchorage, AK 99503



*10 School  
to Hill!*

Dillingham  
Downtown  
Streets  
Rehabilitation  
Project



Community input is important in developing a long-term vision for the  
Dillingham Downtown Street Rehabilitation Project

*Thank you!*





# Dillingham Downtown Streets Rehabilitation Project

Your input is important to the City of Dillingham and the Department of Transportation & Public Facilities as we pursue planning to improve the downtown area. Please write legibly (printing is appreciated). Attach additional sheets if necessary.

State Project Number: 57180

Name

Rachel Muir

Phone

(907) 842-2116

Address

PO Box 1395, Dlg AK 99501

Email

jrnmuir@nushtel.net

Your Comments:

First of all, thank you for moderating the great "townhall" mtg. It was fun to see so many community members involved in the visioning process... and will contribute to the success through community ownership.

The first time I saw Dillingham in 1992, I was shocked that I had already agreed to live here for two years! Fifteen years later, I am still here and hopeful that the town site can evolve into a contemporary city on the bay that shows off the geographic beauty of the area.

I think the following features/attributes of the area should be developed/praugmented:

- Continuation of the bike path thru town to HUD - use SAFE Routes to School, require 10 foot pedestrian ways rather than eight foot.
- One-way street Main Street to 2nd Ave. & 10 foot sidewalk on north side of street.
- City park - green space to the water in the center of town - connected to pedestrian accessed pocket parks throughout town (see reverse & green highlighted)
- Use "winter cities association" principles to design usable winter space + summer space.
- Organize parking (?) & city dock area (north) to city park 10' + N+N parking & east entrance. (Name ice @ the door)
- AC parking to west of stone & green space in front of stone.
- Connect trails & bordered green space thru town as on reverse.
- Use local fishing industry relics in sculpted planters, fences, traffic calming features, benches in parks, and artwork

The City of Dillingham and the Department of Transportation & Public Facilities welcome your input. Please send, Email, or fax comments to:

HDR Alaska, Inc.  
Attn: Rosetta Alcantra  
2525 C Street, Suite 305  
Anchorage, AK 99503

Fax: (907) 644-2022  
Email: rosetta.alcantra@hdrinc.com

- Use elements of the shingled architecture + the corrugated zinc + container vans to create a modern 3 season street in the water front park.

Thank you for coming to Dillingham!  
**COMMENT FORM**

We are a water-front city!



Subject: Dillingham Downtown Streets Rehabilitation – Workshop #1			
Client: Department of Transportation & Public Facilities			
Project: Dillingham Downtown Streets Revitalization		Project No:	07072-69496
Meeting Date:	October 10, 2007	Meeting Location:	City of Dillingham City Council Chambers
Notes by:	LEC		

The City of Dillingham and the Department of Transportation and Public Facilities hosted for first of two Context Sensitive Solutions (CSS) workshops on October 10, 2007. The first workshop was designed to help people learn what CSS was and what CSS elements could be included in the Dillingham Downtown Streets Rehabilitation project. The workshop was set up in the following format:

- 6:15 to 7:00 pm – Presentation from Consulting Team
- 7:00 to 8:30 pm – Topic-Specific Small Group Discussions
- 8:30 to 8:45 pm – Review of Small Group Discussions
- 8:45 to 9:00 pm – Closing Comments

Comments were generally transcribed onto large flip-charts or maps by workshop attendees or project team members. A summary of the issues discussed at the workshop is listed below.

## Transportation

- Parking is a concern because most parking lots are accessed by driving over the sidewalk. Don't eliminate parking though.
- Improve pedestrian circulation. Sidewalks need improving as many are in poor condition. Some have a cross-slope making them very challenging during icy conditions. Wider sidewalks, or pathways, would be nice. Provide continuous sidewalks so people have a place to walk besides in the roadway.
- Make downtown multi-modal by accommodating different modes of transportation including bicycles, snowmachines, and ATVs.
- Extend the bike path into downtown. Make it easier to get between the bike path/downtown.
- Consider making all or part of the loop one-way. One-way traffic may have some negative impacts for both the port and some downtown merchants.

## **Land Use**

- Increase the amount of open space. The existing park is not dedicated parkland. The property was acquired by the city for right-of-way for the rehabilitation project. Try to keep the existing park but if that land is needed for the road project, replace it with other open space in Downtown.
- Provide better business access. For example, considering making access to the A/C store one way in, one way out. Finding suitable short-term parking spots for cab/air taxi services is important.
- Provide a gathering place in the downtown area.
- Keep downtown looking nice through landscaping, maintenance of individual buildings, etc.

## **Safety**

- Reduce speeds on Kananak.
- Make street crossings safer. Rehabilitate existing crosswalks, create additional crosswalks, and improve visibility at existing intersections.
- Reduce cut through traffic. People cut through parking lots treating them like additional roads.
- Accommodate port traffic. Make sure it has a safe path through downtown while ensuring it does not create problems for others.

## **Sense of Place**

- Celebrate the people of Dillingham.
- Enjoy the waterfront. Provide better access or view points.
- Provide more streetscaping. Maybe use some examples of fishing equipment.
- Create a gateway into downtown. Maybe a community signpost or pavilion to welcome people downtown.



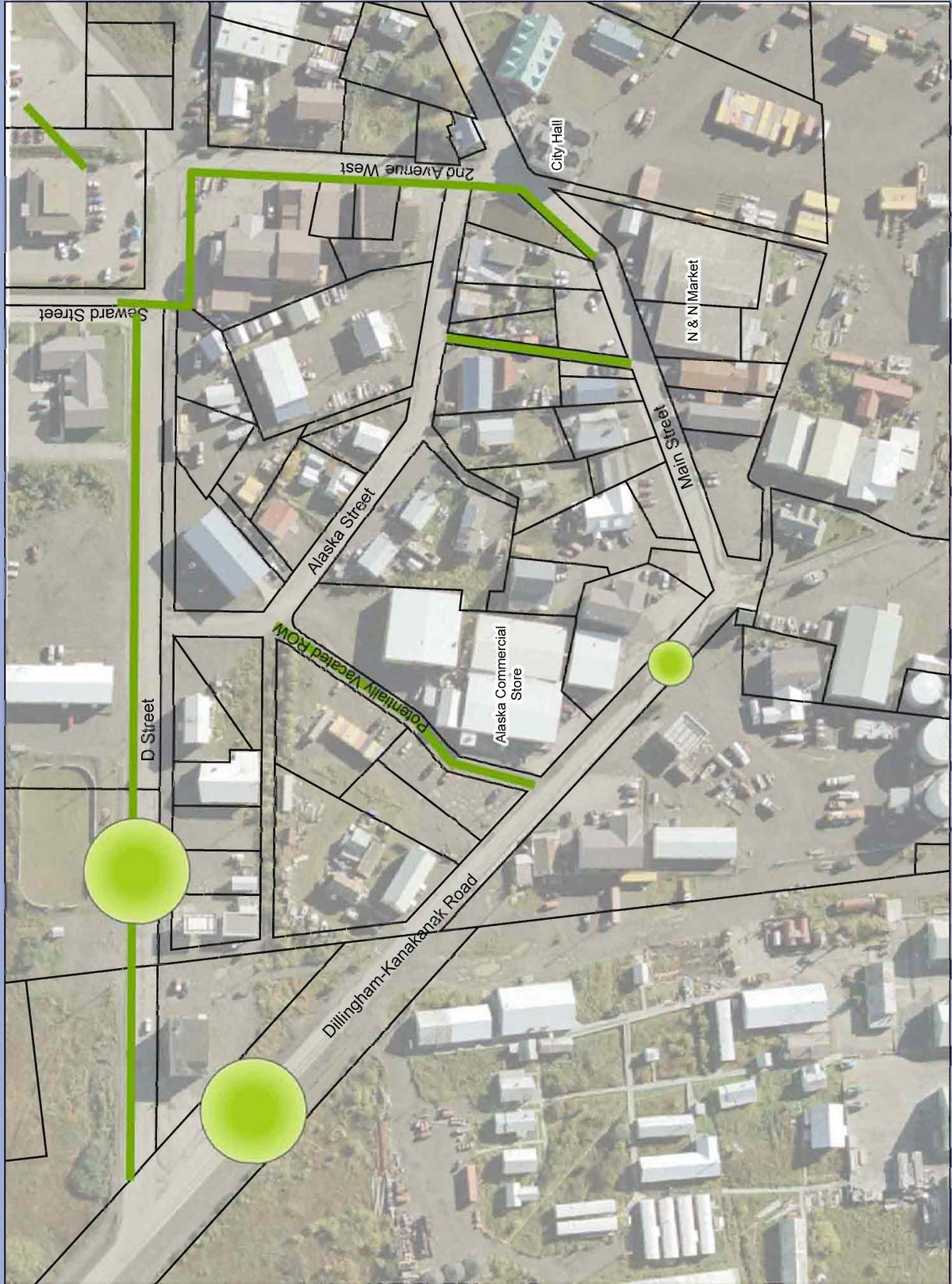
**Dillingham  
Downtown  
Streets  
Rehabilitation  
Project**  
**Workshop #1**  
**Pedestrian  
Improvements**

**Legend**

- Potential Pedestrian Improvements
- Potential Crosswalk



0 37.5 75 150 Feet





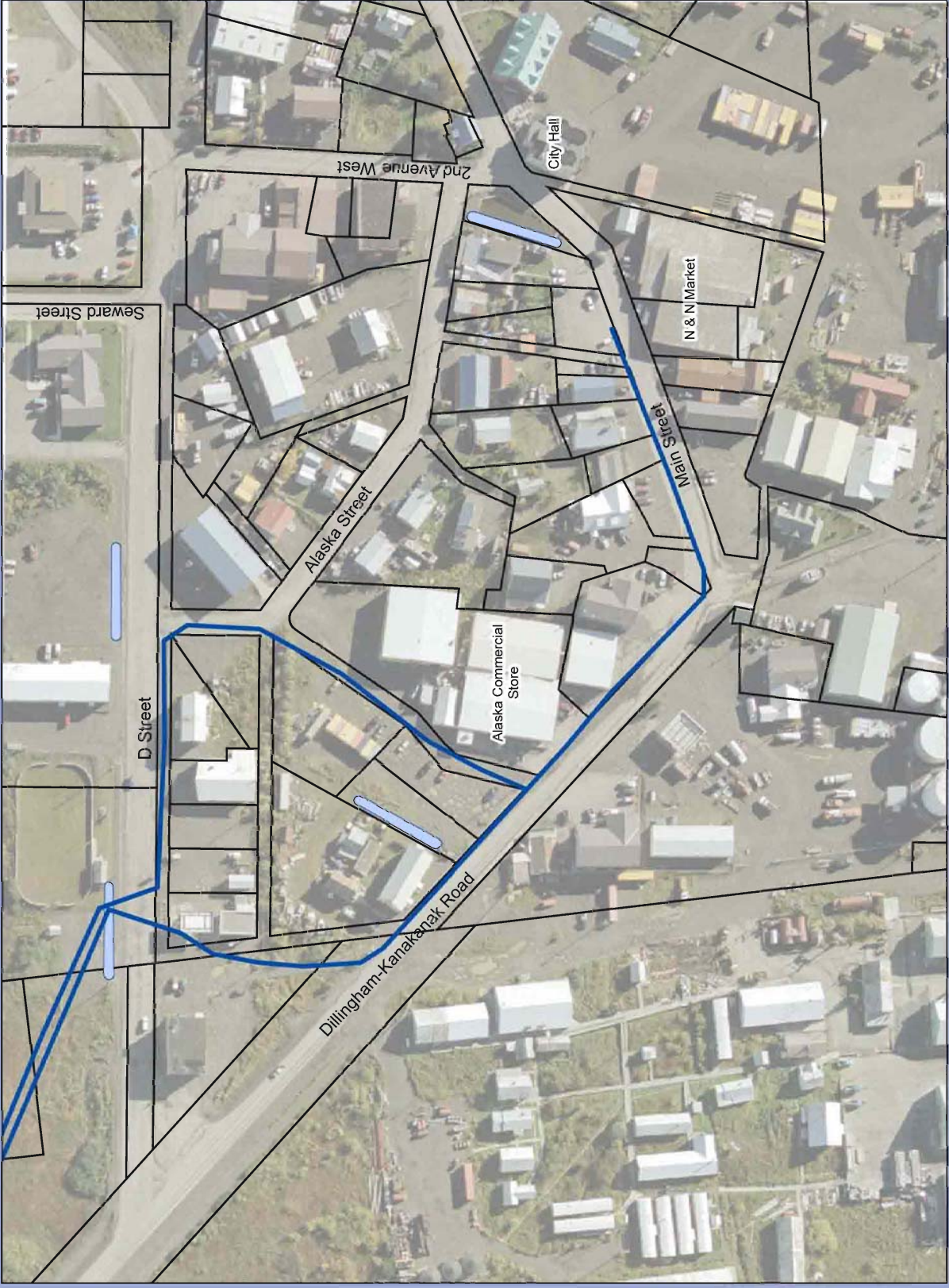
Dillingham  
Downtown  
Streets  
Rehabilitation  
Project  
Workshop #1  
Snowmachine  
Issues

**Legend**

- Routes used by Snowmachiners
- Potential Snowmachine Parking



0 37.5 75 150 Feet





# Dillingham Downtown Streets Rehabilitation Project

## Workshop #1

### Underground Utilities (partial list)

Approximate Location

#### Legend

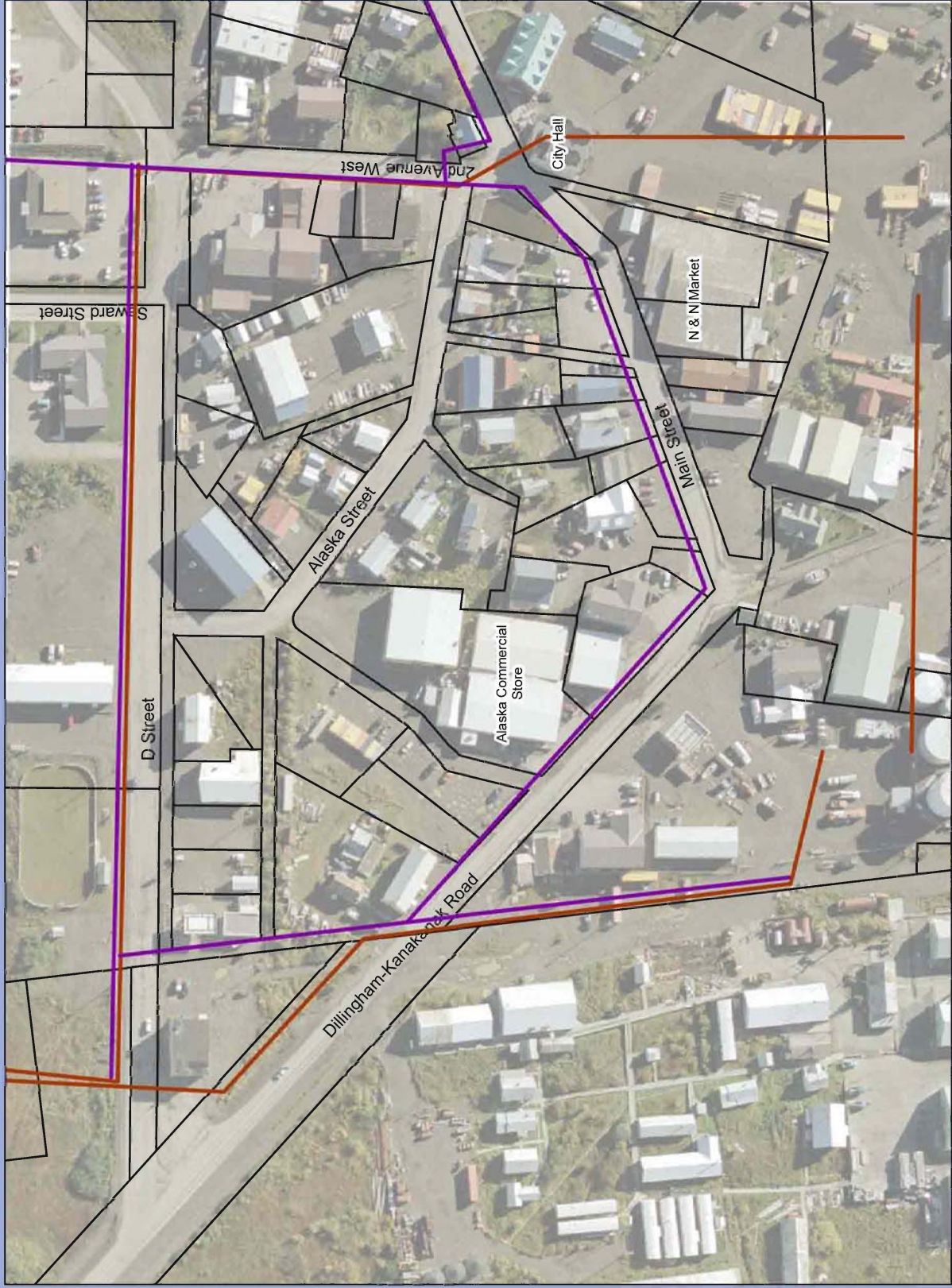
##### Utilities

Fuel

Phone



0 37.5 75 150 Feet





## CSS WORKSHOP #2 MATERIALS

*Workshop Rescheduled!*

# DOWNTOWN DILLINGHAM AK

Due to scheduling conflicts, we had to postpone the February 19<sup>th</sup> follow-up workshop about improvements to downtown Dillingham streets. We apologize for any inconvenience, and hope to see you on March 19<sup>th</sup>!

WHAT: **Dillingham Downtown Streets  
Context Sensitive Solutions Workshop #2**

WHEN: **Wednesday, March 19, 6-9 p.m.** *(Everyone is invited!)*

WHERE: **City Hall Council Chambers, 141 Main Street**

Questions or comments? Call Jody Seitz, Dillingham City Planner, 842-5211; Laurie Cummings, HDR Alaska, (907) 644-2065; or Ken Morton, Alaska Department of Transportation and Public Facilities, (907) 269-0548.

*Sponsored by the City of Dillingham and the Alaska Department of Transportation and Public Facilities*

HDR ALASKA, INC.  
ATTN: WENDY LONGTIN  
2525 C STREET, SUITE 305  
ANCHORAGE, ALASKA 99503-2632

PRE-SORTED STD.  
U.S. POSTAGE PAID  
PERMIT NO. 500  
ANCHORAGE, AK

**Do you want  
to see changes  
to downtown  
Dillingham streets?**

We want to hear from you!  
Flip this postcard over for  
details on how  
you can help.







**Workshop Rescheduled!**

# **DOWNTOWN DILLINGHAM** AK

Due to scheduling conflicts, we had to postpone the February 19<sup>th</sup> follow-up workshop about improvements to downtown Dillingham streets. We apologize for any inconvenience, and hope to see you on March 19<sup>th</sup>!

**WHAT: Dillingham Downtown Streets**

**Context Sensitive Solutions Workshop #2**

**WHEN: Wednesday, March 19, 6-9 p.m. (Everyone is invited!)**

**WHERE: City Hall Council Chambers, 141 Main Street**

Questions or comments? Call Jody Seitz, Dillingham City Planner, 842-5211; Laurie Cummings, HDR Alaska, (907) 644-2065; or Ken Morton, Alaska Department of Transportation and Public Facilities, (907) 269-0548.

*Sponsored by the City of Dillingham and the Alaska Department of Transportation and Public Facilities*



GERMAINE GRANT/ALASKA NEWSPAPERS

The tram carries hundreds of boats a summer across 450 feet of tundra, bridging a dry spot on the waterlogged Yukon-Kuskokwim Delta, a low-lying plain where the state's two biggest rivers drain into the Bering Sea.

The commission agreed in December to spend \$308,000 to fix the rotting ties, weathered car and swampy trail alongside it, Hoffman said. The money is a cheap alternative to roads and will make travel safer for people motoring skiffs between the coast and inland communities.

"We have very little resources, so this is one way to have a connection between our villages in the summer," said Hoffman, transportation director for Association of Village Council Presidents in Bethel, the Native non-profit serving the delta.

The tram, pulled by cables and hand-cranked winches placed at either end of the rusty rails, was built in the 1940s by fur traders, said Eli Wassilie, tribal administrator from Nunapitchuk. Yup'ik trappers from inland villages took

boat ramps has buckled, rails sag into the ground unless shimmed with two-by-fours, and the tram sometimes jumps the track, he said.

Still, after spring snowmelt fills creeks and sloughs, boaters from the village of 550 and other inland communities journey along the tram route to subsistence hunt for ducks, pick berries and fish for pike at Baird Inlet, he said. People from several coastal villages such as Tununak head the other way for cheap shopping in the hub city of Bethel, especially if storms and big waves at the Kuskokwim River mouth keep small boats from heading upriver to Bethel.

More than 1,000 people use the tram every year, Wassilie said. The Nunapitchuk tribal council requested the money from the Denali Commission, but at least six villages backed the effort with resolutions or letters of support.

Nunapitchuk, one of the villages closest to the tram, is 40 minutes away if boaters can find an intestine-shaped creek leaving Kayigvalik Lake, he said. Follow that to a small lake and another creek and boaters will see the wooden ramp near Takslesluk Lake, he said.

Getting the boat to the ramp can require some dragging, he said. Once there, people slide their skiffs onto the flatbed railcar, walk

to the end of the tracks and crank their boat to the ramp on the other side.

For Bethel fishermen headed to the Yukon, the tram-route offers a much shorter trip than going up the Bering Sea coast, said Ken Laroux of Bethel.

But it's not necessarily quicker if the water around the tram is really low, said Laroux, who used the railcar a few times in the 1980s to haul long fishing skiffs to the Yukon. On two trips, the water was far from the ramp on both sides. "You got to just drag your boat in hip boots. There's sloughs and stuff between the lakes, but it was kind of a pain."

The Denali Commission money should help extend the tram several feet, pay for treated lumber to replace ties and shore up ramps, Wassilie said. The trail along the tracks, with parts now stomped into deep mud by spring's end, will be hardened with a foundation of interlocking plastic grids.

The tram fix-up got quick approval from the Denali Commission, said Mike McKinnon, transportation program manager. The Federal Highway Administration monies will reduce damage to boats and save villagers gas money by cutting travel distances.

The tram will likely be built in stages because of the difficulty getting materials to the site, he said. After the commission and highway administration review design and environmental documents, materials will likely be barged to Nunapitchuk in the summer of 2009, he said.

From there, snowmelters will drag the materials in winter, with construction starting once the snow melts, he said.

"For a minimal cost, it will provide a tremendous service to people who go back and forth across that stretch of country," he said.

Alex DeMarban can be reached at (907) 348-2444 or (800) 770-9830, ext. 444.

## Choggiung Educational Endowment Foundation

Choggiung Educational Endowment Foundation Full-time and Career/Work Enhancement scholarship applications are available for the 2008-09 school year. The deadline for the Full-time scholarship is April 30, 2008. For an application email: [maryb@choggiung.com](mailto:maryb@choggiung.com), call (907) 842-5218 or toll free (888)-377-2464.

**Workshop Rescheduled!**

## DOWNTOWN DILLINGHAM AK

Due to scheduling conflicts, we had to postpone the February 19<sup>th</sup> follow-up workshop about improvements to downtown Dillingham streets. We apologize for any inconvenience, and hope to see you on March 19<sup>th</sup>!

**WHAT: Dillingham Downtown Streets**

**Context Sensitive Solutions Workshop #2**

**WHEN: Wednesday, March 19, 6-9 p.m. (Everyone is invited!)**

**WHERE: City Hall Council Chambers, 141 Main Street**

Questions or comments? Call Jody Seitz, Dillingham City Planner, 842-5211; Laurie Cummings, HDR Alaska, (907) 644-2065; or Ken Morton, Alaska Department of Transportation and Public Facilities, (907) 269-0548.

Sponsored by the City of Dillingham and the Alaska Department of Transportation and Public Facilities

To: KDLG Community Bulletin	
From: Wendy Longtin, Public Involvement Specialist	Phone: 907-644-2104
Date: March 10, 2008	Fax: 907-644-2022

Please let me know if you have any questions. I can be reached at 907-644-2104 or by email at [wendy.longtin@hdrinc.com](mailto:wendy.longtin@hdrinc.com). Thank you.

---

### Community Announcement

The City of Dillingham Planning Department and the Alaska Department of Transportation and Public Facilities are hosting the second of two workshops to refine the community's vision for rehabilitating the streets in downtown Dillingham. From parking to lighting, pedestrian access to safety and more, we want to hear your ideas to improve the overall look and feel of downtown Dillingham. Everyone is welcome! The workshop is on **Wednesday, March 19, 2008**, beginning at 6 p.m. and finishing around 9 p.m. at the City Hall Council Chambers.

Questions? Please contact Jody Seitz, Dillingham City Planner, 842-5211; Laurie Cummings, HDR Alaska, (907) 644-2065; or Ken Morton, Alaska Department of Transportation and Public Facilities, (907) 269-0548.



You forwarded this message on 3/10/2008 8:47 AM.  
This message was sent with High Importance.

Sent: Mon 3/10/2008 8:37 AM  
From: Longtin, Wendy  
To:  
Cc: Bob Burnett; Brian Pauling; Carol Shade; Chris Dankmeyer; Cindy Fyfe; Dave Bouker; Gayla Woods; Jayne Bennett; Jeff Fonkert; JoAnn Armstrong; Karen Dearlove; Margarita Moreno; Melody Niebeck; Mike Megli; Mike Megli; Rachel Muir; Richard Thompson; Shella Neketa; Sue Flensburg; Terry Hoefferce; William Miller; Longtin, Wendy  
Subject: Dillingham Downtown Streets Workshop #2 - March 19

**Dillingham Downtown Streets Workshop #2 - March 19\***

The City of Dillingham Planning Department and the Alaska Department of Transportation and Public Facilities are hosting the second of two workshops to refine the community's vision for rehabilitating the streets in downtown Dillingham. From parking to lighting, pedestrian access to safety and more, we want to hear your ideas to improve the overall look and feel of downtown Dillingham. Everyone is welcome!

The workshop is on **Wednesday, March 19, 2008**, beginning at 6 p.m. and finishing around 9 p.m. at the City Hall Council Chambers, 141 Main Street.

Questions or comments? Please contact Jody Seitz, Dillingham City Planner, 842-5211; Laurie Cummings, HDR Alaska, (907) 644-2065; or Ken Morton, Alaska Department of Transportation and Public Facilities, (907) 269-0548.

\*This workshop was originally scheduled for February 19, but was postponed due to scheduling conflicts. We apologize for any inconvenience and hope to see you on March 19. Thank you for your continued interest in the Dillingham Downtown Streets Rehabilitation Project.

---

*This message was sent to those who participated in the first workshop and gave their e-mail addresses on the sign-in sheet. If you would like to be removed from this mailing list, please send your request to [wendy.longtin@hdrinc.com](mailto:wendy.longtin@hdrinc.com)*



**Dillingham Downtown Streets  
Rehabilitation**  
**Wednesday, March 19, 2008**  
**6:00 pm – 9:00 pm**  
**Dillingham City Council Chambers**

## **AGENDA**

- |         |                           |  |
|---------|---------------------------|--|
| 6:00 PM | <b>Introductions</b>      | Jody Seitz, Dillingham City Planner<br>Ken Morton, DOT&PF<br>Laurie Cummings, AICP, HDR Alaska, Inc.   |
| 6:15 PM | <b>Presentation</b>       | Laurie Cummings, AICP, HDR Alaska, Inc.  |
| 6:50 PM | <b>Break</b>              |  |
| 7:00 PM | <b>Breakout Groups</b>    | Facilitated small group discussions centered on refining ideas from the first workshop.  |
| 8:20 PM | <b>Break</b>              |  |
| 8:30 PM | <b>What Did We Learn?</b> | Summarize the small group discussions. Any ideas or suggestions not mentioned during the small group discussions can be brought up at this time. |
| 8:45 PM | <b>Closing Comments</b>   | What's next? Comment sheets available.   |

*Thanks for coming!*

## Dillingham Downtown Streets Rehabilitation Project

March 19, 2008

## Purpose of Workshop

- Identify potential improvements to Downtown Dillingham
- Help establish the context for the Dillingham Downtown Street Rehabilitation Project

## What is CSS?

- Context Sensitive Solutions (CSS)
- An approach to transportation decision-making that considers the communities and land which roads pass through (“the context”)

## Project Overview

- Rehabilitate Kanakanak Road (from the Small Boat Harbor Entrance to Main Street) Main Street (from Kanakanak Road to City Hall), 2<sup>nd</sup> Avenue (from City Hall to D Street), and D Street (from 2<sup>nd</sup> Avenue to Kanakanak Road)
- Pedestrian improvements for safety reasons



## Review of Workshop #1

- Land Use
- Transportation
  - Cars
  - Parking
  - Pedestrian/Bicycle Needs
- Safety
- Sense of Place
  - Look & feel of Downtown

## Potential Improvements

- Parking
- Bike/Pedestrian network
- Consider 1-way and 2-way alternatives
- Reconfigure Intersections
- Multi-Use Path
- Downtown Gateway
- Streetscaping
- Lighting
- Connection to Waterfront
- Parks/Open Space



## Parking

- Reconfigure Parking lots
  - Increase capacity
  - Improve access
- Reduce Cut through traffic
  - Speed bumps
- Improvements need to be led by City and businesses
  - Off street parking cannot be built by this project

## Parking

- Conceptual Parking Lot Improvements

Existing Conditions



Potential Improvements



## Bike/Pedestrian Network

- Pedestrian/Bike Network
  - Where should there be sidewalks/pathways?
- Crossings
  - Where should crossings be located?



## Improve pedestrian crossings

- Signage?



- Zebra crossings?



## Improve Pedestrian Crossings

- Bulb outs?



- Pavement Marking? Raised intersection?



## 2-Way Alternative



- Pros

- Keeps existing travel patterns
- Reduced speeds
- Better access

- Cons

- Less ROW for amenities
- Harder for pedestrians to cross

## Two-Way Loop Typical Section



## 1 Way Loop Alternative



- Pros
  - More ROW for amenities
  - Potential for on-street parking
- Cons
  - Potential business impacts
  - Increased speeds
  - Conflicts with Port Traffic
  - Travel is less convenient

## One-Way Loop Typical Section

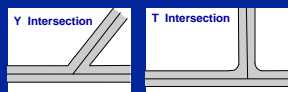


## Reconfigure Intersections

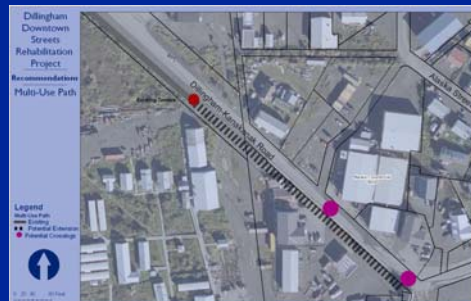


## Reconfigure Intersections

- Roundabouts?
  - Requires more ROW
  - May reduce
    - Crashes
    - Traffic delays
    - Fuel consumption
    - Air pollution
    - Construction and maintenance costs
- Y Intersection?
- T Intersection?



## Multi-Use Path



## Multi-Use Path

Separated?



Road shoulder?



## Downtown Gateway

- Gateways:
  - introduce visitors to your community
  - identify what is important
  - say you have arrived
- What type of Gateway?



## Downtown Gateway



## Lighting

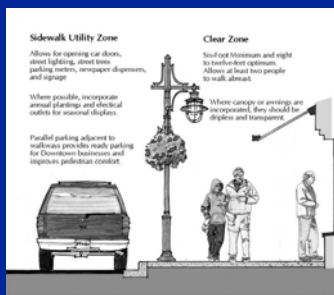
- What scale?
  - Pedestrian? Cars?
- Where is additional lighting needed?

Pedestrian Lighting

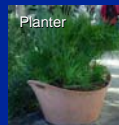


Roadway Lighting

## Streetscaping



## Streetscaping





## One-Way Loop Streetscaping



## Two-Way Loop Streetscaping



## Parks & Open Space

- Community suggested locations



## Connection to Waterfront

- What type of connection?



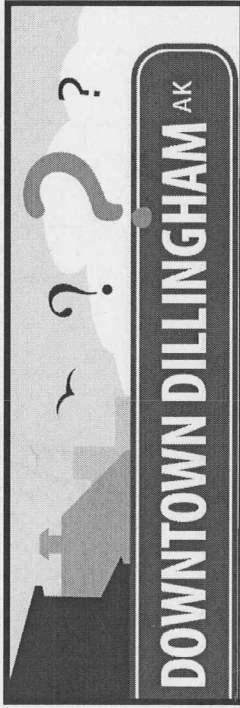
## Questions?

If you have any questions or would like to learn more about the project, please contact:

**Ken Morton**  
Consultant Coordinator, DOT&PF  
[kenneth.morton@alaska.gov](mailto:kenneth.morton@alaska.gov)  
907-269-0548

**Jody Seitz**  
Planning Director, City of Dillingham  
[planner@dillinghamak.us](mailto:planner@dillinghamak.us)  
907-842-3785

**Laurie Cummings**  
Project Manager, HDR Alaska  
[laurie.cummings@hdrinc.com](mailto:laurie.cummings@hdrinc.com)  
907-644-2065



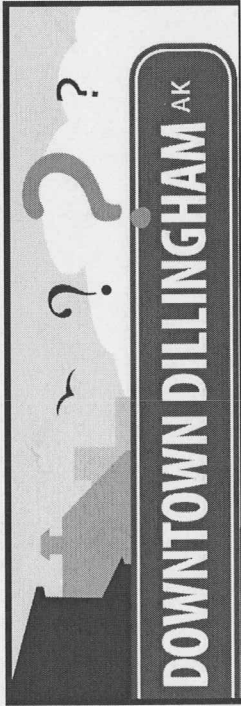
# Dillingham Downtown Streets Rehabilitation Context Sensitive Solutions Workshop #2

State Project: 57180

**Wednesday, March 19, 2008 · 6 pm – 9 pm**  
Dillingham City Council Chambers

Name	Address	E-mail*	Do you work Downtown? Voluntary	Do you live Downtown? Voluntary	Gender** Voluntary	Race** Voluntary
Sue Marshall	Po Box 76 Dlg 99576				F	W
Bill J Maines	Box 297 Dlg 99576	billy@curryngtribe.com	Y	N	M	Alaska Native
KAREN DEAROVE	Box 761 Dlg 4	karen.dearove@ak.usda.gov	Y	N	F	W
Carol Shade	POB 872 Dlg	ashade@starbuck.net	N	N	F	W
Mark Boynton	DOT & PF Anchorage					
Steve Smith	Box 595	deleant@nushitel.com	Y		M	C
Rachel Muir	Po Box 1395	jrmuir@nushkel.net	Y	N	F	C
Doreen B Larson	PO BOX 623	doreenb@sonic@gmail.com	Y	N	F	Alaska Native
John Muir	981	junge@bbwhc.org	N	N	F	C
John Muir	Box 1395	jrmuir@nushkel.net	N	N	M	C

\*By giving us your e-mail address, we gain permission to e-mail you information relevant to the Downtown Dillingham Streets Rehabilitation project. You will be given the opportunity to unsubscribe with each communication from us.  
 \*\* **Race/Gender:** Strictly voluntary information. The purpose of collecting this information is to ensure as a recipient of Federal DOT funding we a fulfilling our Title VI responsibilities by ensuring fair and equitable representation by the public. **Race Categories are:** White (W); American Indian (AI); Alaska Native (AN); Black (B); Hispanic (H); Asian/Pacific Islander (AP); Other (O) Category not listed. Please self identify and specify.



# Dillingham Downtown Streets Rehabilitation Context Sensitive Solutions Workshop #2

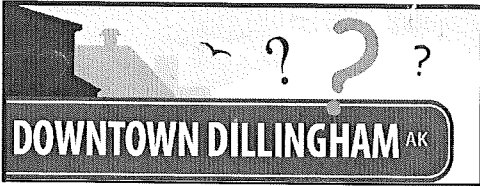
State Project: 57180

**Wednesday, March 19, 2008 · 6 pm - 9 pm**  
Dillingham City Council Chambers

Name	Address	E-mail*	Do you work Downtown? Voluntary	Do you live Downtown? Voluntary	Gender** Voluntary	Race** Voluntary
William Miller	P.O. Box 1425	nmrkt@starband.net	Yes	No	Male	W
Laura Miller	P.O. Box 1425	wcmiller@nushtel.net	School Yes	No	Female	W
Hugh J Schroyer	P.O. Box 102		Yes	No	M	

\*By giving us your e-mail address, we gain permission to e-mail you information relevant to the Downtown Dillingham Streets Rehabilitation project. You will be given the opportunity to unsubscribe with each communication from us.  
 \*\* **Race/Gender:** Strictly voluntary information. The purpose of collecting this information is to ensure as a recipient of Federal DOT funding we a fulfilling our Title VI responsibilities by ensuring fair and equitable representation by the public. **Race Categories are:** White (W); American Indian (AI); Alaska Native (AN); Black (B); Hispanic (H); Asian/Pacific Islander (AP); Other (O) Category not listed. Please self identify and specify.  
 Page \_\_\_ of \_\_\_





# Dillingham Downtown Streets Rehabilitation Project

Your input is important to the City of Dillingham and the Department of Transportation & Public Facilities as we pursue planning to improve the downtown area. Please write legibly (printing is appreciated). Attach additional sheets if necessary.

State Project Number: 57180

Name

Sharon Whytal

Phone

842-4377

Address

Box 1321, DLG

Email

sharonw@nushtel.net

Your Comments:

Please continue to look at creating green areas downtown, and walkable, safe ways to move about as you consider traffic flow. Benches, playground/fountain stops will also add to community feeling downtown + draw tourists out from the airport. The gravel/industrial feeling needs some balance in our small area, where people are often on foot + should be encouraged to "tarry" - we will, if there is some green to replace gravel.

Extending the bikes path into town would also be great

The City of Dillingham and the Department of Transportation & Public Facilities welcome your input. Please mail, e-mail, or fax comments to:

HDR Alaska, Inc.  
Attn: Wendy Longtin  
2525 C Street, Suite 305  
Anchorage, AK 99503-2632

Fax: (907) 644-2022  
Email: wendy.longtin@hdrinc.com

Thank you for asking!

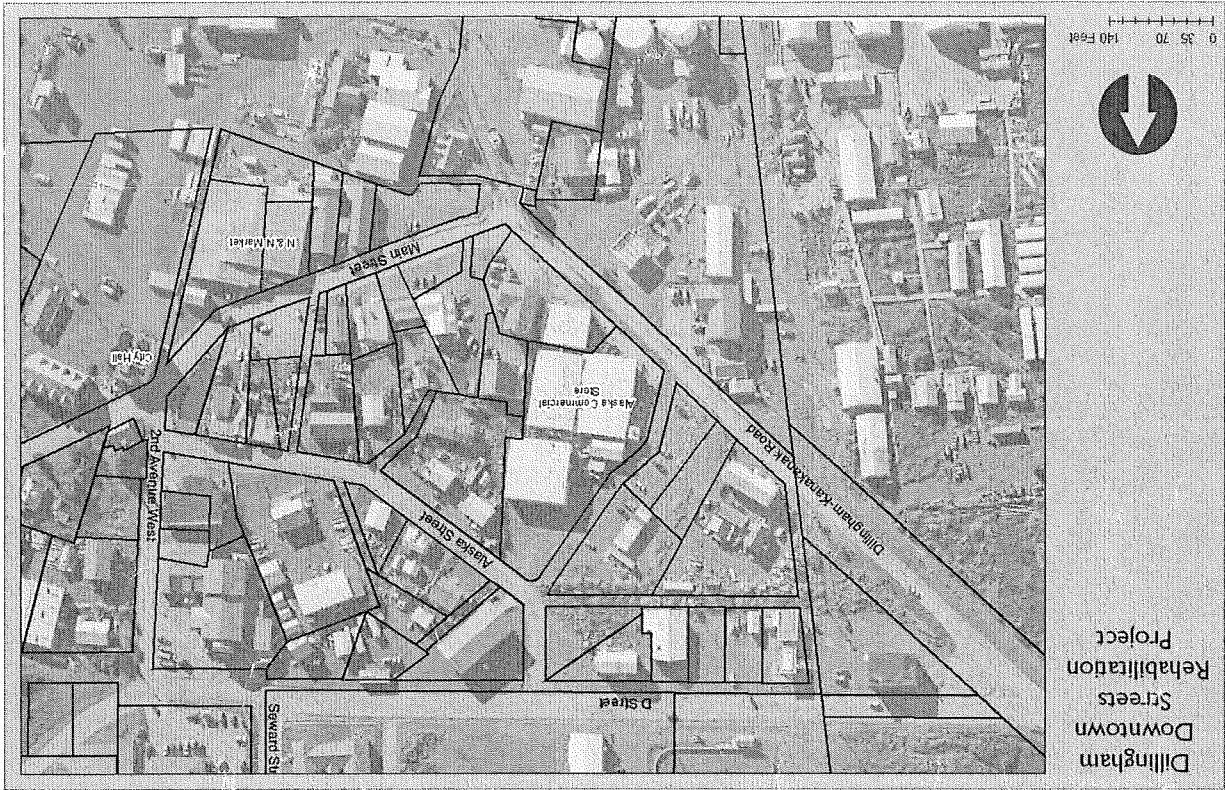
# COMMENT FORM

Thanks for any attention you can give to de-industrializing downtown + reclaiming our shoreline/beach.

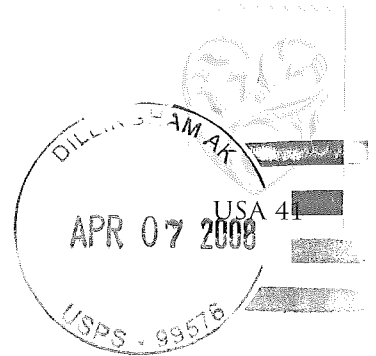
Please do not staple this side for mailing

# Dillingham Downtown Streets Rehabilitation Project

Community input is important in developing a long-term vision for the

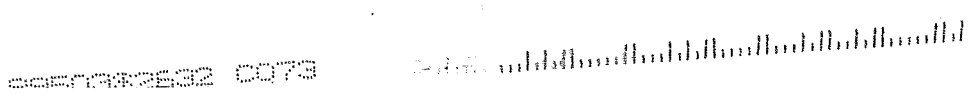


HDR Alaska, Inc.  
2525 C Street, Suite 305  
Anchorage, AK 99503



To: HDR Alaska, Inc.  
ATTN: Wendy Longtin  
2525 C Street, Suite 305  
Anchorage, AK 99503

322-0357  
305



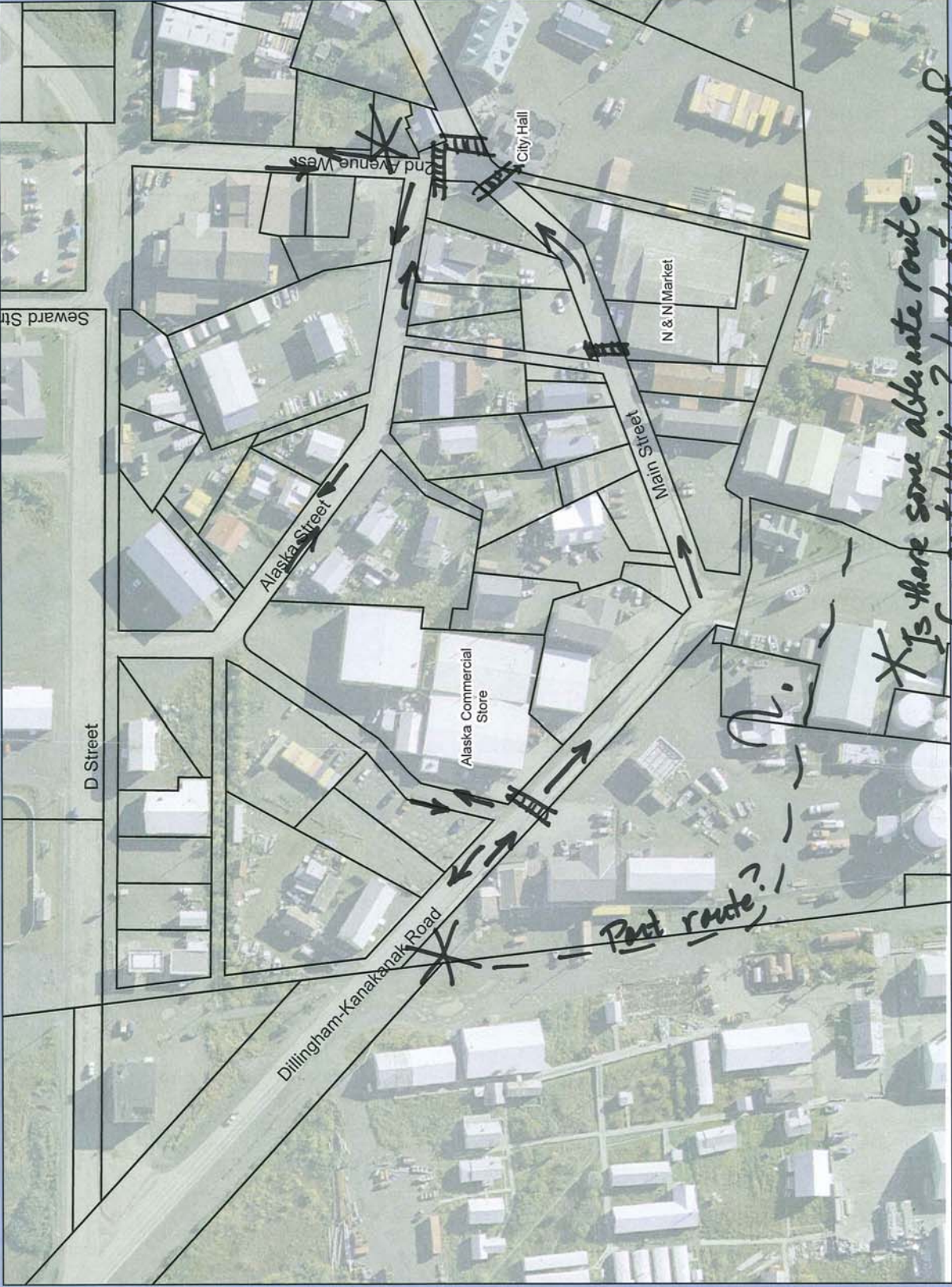


Dillingham  
Downtown  
Streets  
Rehabilitation  
Project

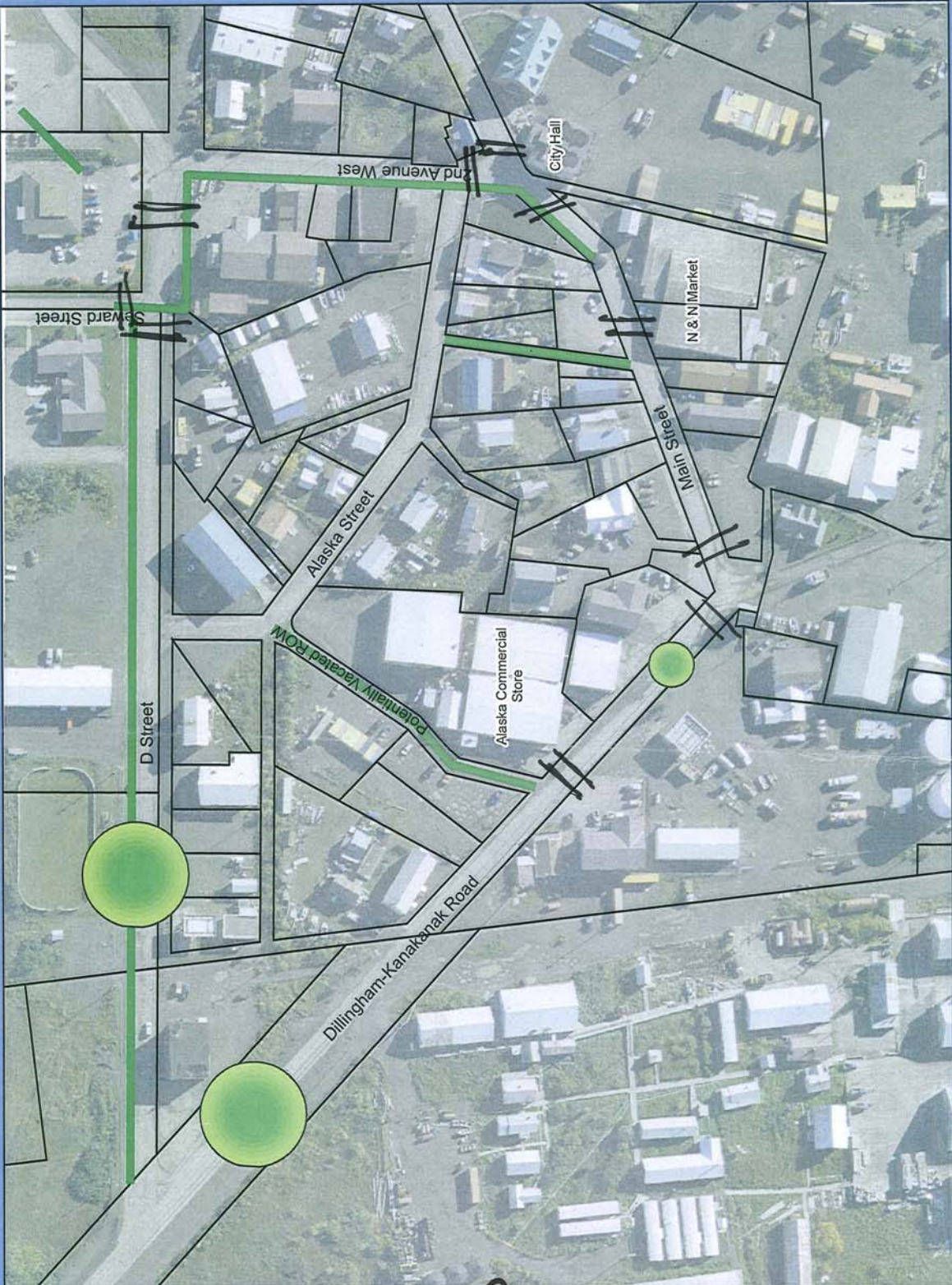
*from Karen re. 2-way vs 1-way*



0 35 70 140 Feet







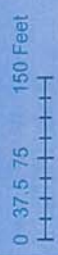
Dillingham  
Downtown  
Streets  
Rehabilitation  
Project

Workshop #1  
Pedestrian  
Improvements

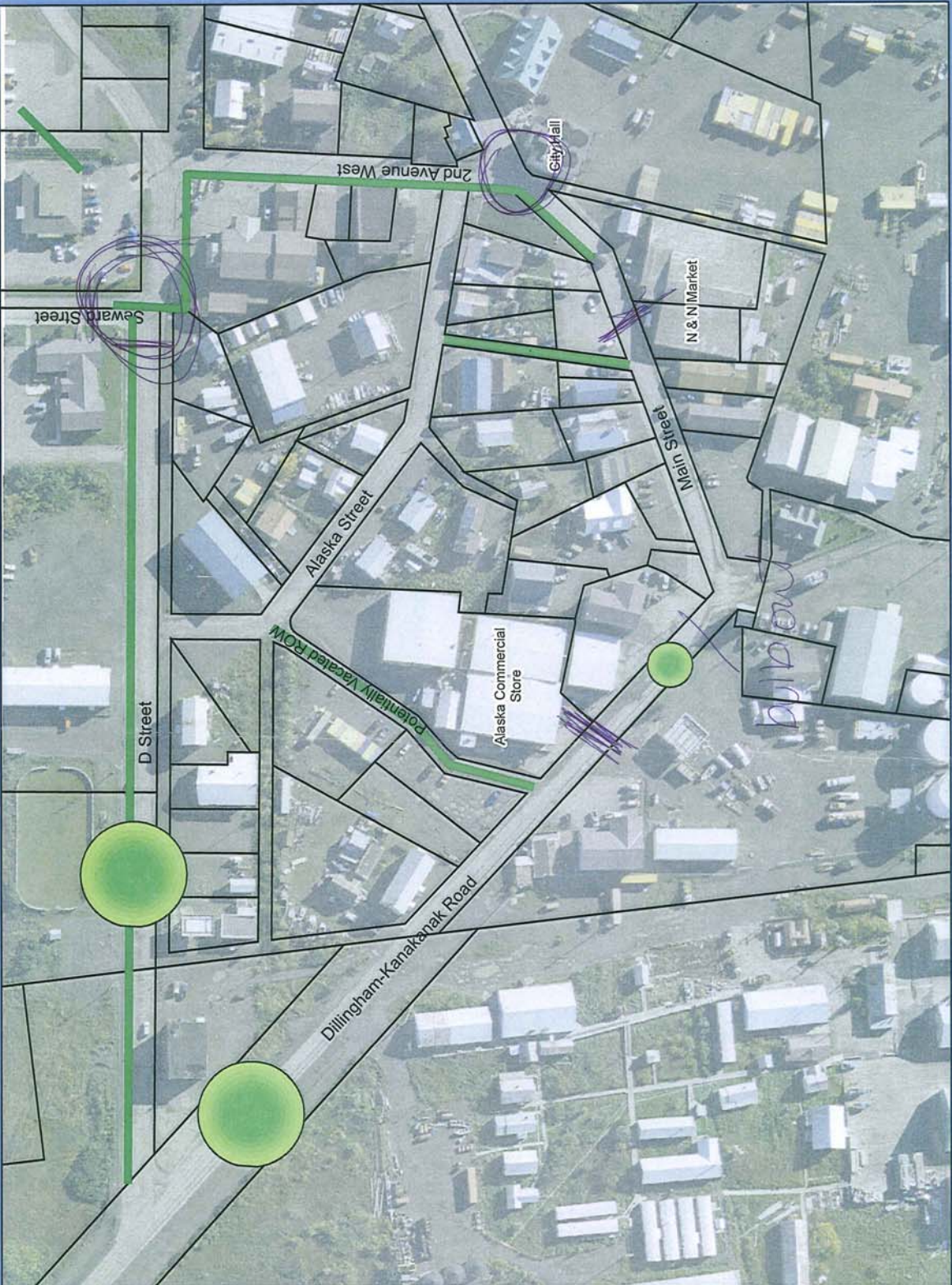
*Crossings  
from Bill  
Manning*

**Legend**

- Potential Pedestrian Improvements
- Potential Crosswalk







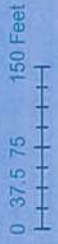
**Dillingham  
Downtown  
Streets  
Rehabilitation  
Project**

**Workshop #1**

**Pedestrian  
Improvements**

**Legend**

- Potential Pedestrian Improvements
- Potential Crosswalk



# Meeting Summary

Subject: Dillingham Downtown Streets Rehabilitation – Workshop #2			
Client: State of Alaska Department of Transportation & Public Facilities			
Project: Dillingham Downtown Streets Revitalization		Project No:	07072-69496
Meeting Date:	March 19, 2008	Meeting Location:	City of Dillingham City Council Chambers
Notes by:	LEC		

The City of Dillingham and the Department of Transportation and Public Facilities hosted the second of two Context Sensitive Solutions (CSS) workshops on March 19, 2008. The second workshop was designed to review the results of workshop #1 and to obtain community input on possible CSS elements that could be included in the Dillingham Downtown Streets Rehabilitation project. The workshop was conducted as a group discussion with an opportunity for closing comments at the end of the meeting.

Attendee comments were generally transcribed onto large flip-charts or maps by project team members. A summary of the issues discussed at the workshop is listed below.

## Parking

Workshop attendees agreed that parking in downtown needs to be improved. One question that was raised was how much parking is actually needed in downtown and how much currently exists. In general, attendees felt that more discussion was needed before decisions such as the type of curb to be included in the project could be made.

## Bike/Pedestrian Network

Workshop attendees confirmed that an expanding bike/pedestrian network is desired. They identified new (or better marking of existing) crossings at the following locations:

- Seward St at School
- D Street/Bike Path
- Boat Yard
- N&N Market
- Business area to A/C market
- Between park and City Hall
- Between post office and bank

Some residents like the idea of having bulb outs at crossings but they were concerned about the effects on snow plowing.



Expanding the bike path network is important. Residents were interested in possibly extending the bike path along D Street but some were concerned about the grade involved.

## **Two-way vs. One-way Loop**

While some residents were against the one-way loop, other residents liked the idea. Many variations of a one-way loop were discussed but there was no consensus on what a one-way alternative would look like. Some residents liked the one-way option because they felt the additional pedestrian amenities that could be accommodated by a one-way loop would increase business, increase health by encouraging walking, and increase the downtown's visual appeal. Others felt improved access is more important than visual appearance. Some felt the one-way loop would have more of a negative impact on some businesses than others.

One of the biggest questions would be how would the port traffic be accommodated if some of the roads were one-way.

## **Intersections Improvements**

In addition to those identified in Workshop #1, workshop attendees identified the following intersections as needing improvement:

- Alaska St. @ 2<sup>nd</sup>
- Kananak Rd. @ D St.
- Harbor/Port access point
- ROW near A/C Store/Kananak Rd.
- @ Bearing Sea Traders?
- T intersection at Kananak Rd @ D St. (this is an awkward bike/pedestrian crossing)

## **Multi-use Path**

Workshop attendees would like the crossing to D Street at the firehall improved. They would like to extend the path on D Street as a bike lane (preferably on both sides). They felt the bike path should continue along Main Street if Main Street becomes one-way street.

## **Gateway**

At this workshop, residents preferred an official sign or notice board instead of a pavilion as a gateway into downtown. They felt the appropriate place for the sign would be at the firehall or rink.

## **Lighting**

Workshop attendees agreed that additional lighting is needed. In particular, lighting needs to be improved between the A/C store and City Hall and along the bike path.

The residents were concerned about the placement of utility poles/lights. Many felt the poles should be on the same side of the street. They mentioned that a few poles need to be relocated because they are in awkward locations (near sidewalk, in parking lots, etc.).

Attendees also voiced concerns about light pollution. Lights that are focused and motion activated would be preferable as they would be more consistent with the rural feel of the area.

## **Streetscaping**

The general consensus was that some streetscaping would be nice. Most felt a marine theme that incorporated cannery/fishing relics would be appropriate.

There was not a consensus on the type of streetscaping to be included in the project. Bollards to separate the pedestrians from the cars received mixed reviews. Some attendees liked the concept but others felt they would be impractical because of the snow removal needs. Some felt that any streetscaping should be functional and easy to maintain such as trash cans. Others wanted to see more decorative elements.

The cost of the streetscaping was a concern as some businesses in the area are struggling and do not have the money to purchase and maintain streetscaping elements.

## **Parks & Open Space**

Residents disagreed with the locations for additional open space suggested by attendees from workshop #1. They felt any future parks or open space should be farther from downtown to reduce the potential for the park to become a gathering point for inebriates. Possible sites that were suggested included a pavilion at the harbor or near the hockey rink. They believed the park would primarily be used a place to each lunch and thought the park should have some seating areas.

## **Waterfront Connection**

The majority of workshop attendees felt a waterfront connection is important. They liked the idea of an observation deck. They wanted to be able to enjoy the view. Possible viewing areas included the area along Kananak Road near the beginning of the bike path and the brush area near Peter Pan. Attendees also wanted beach access.

## **Additional Topics**

One suggestion that was raised during the meeting was the possibility of a left turn lane into the small boat harbor. According to community residents, the line of traffic waiting to turn can get lengthy at times. Some drivers will drive on the shoulder to pass the waiting traffic. A left turn lane would eliminate the traffic backup at this point.

Workshop attendees felt the City of Dillingham should facilitate workgroups to make decisions on intersections, parking, and other downtown rehabilitation topics. They felt

more time was needed to consider their options. They also wanted to make sure the public would be involved in the decision-making process.



Dillingham  
Downtown  
Streets  
Rehabilitation  
Project  
Workshop #2  
Alternative  
One Way  
Loop



**Legend**

--- Redirected Port Traffic

**Road Direction**

— One Way

— Two Way





# Dillingham Downtown Streets Rehabilitation Project

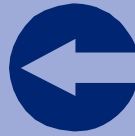
## Workshop #2 Pedestrian Improvements

### Legend

Additional  
Crossing  
Locations



Potential  
Crosswalk  
(Workshop #1)



0 37.5 75 150 Feet

