

# Coordinated Public Transit-Human Services Transportation Plan Update

## City of Dillingham, Alaska



City of Dillingham Senior Center Bus – Summer 2015

**City of Dillingham, Alaska  
December 3, 2015**

Prepared for the  
City of Dillingham  
And the Dillingham Coordinated Transit Planning Group

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## Introduction

Moving Ahead for Progress in the 21st Century (MAP-21) requires that projects selected for funding be derived from a coordinated public transit-human services transportation plan or "coordinated plan". Projects funded through this federal program as well as Alaska Mental Health Trust (AMHT) are required to be derived from a locally developed, coordinated plan.

The Federal Transit Administration, the federal agency that provides many grants to communities to fund transit requires that a "... *locally developed, coordinated public transit-human services transportation plan ("coordinated plan") identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services and projects for funding and implementation.*" (See FTA Circular 5310 chapter V)

In 2002 the City of Dillingham, Alaska contracted the services of LSC Transportation Consultants to conduct a coordinated public transit-human services transportation planning effort that included many health and human services providers and other entities in Dillingham. This effort resulted in the "2002 Dillingham Alaska Coordinated Transit Plan". (See Attachment A – 2002 Dillingham Alaska Coordinated Transit Plan)

Thirteen years have passed and the coordinated plan needs updated so that the immediate needs of the community for public transportation can be met and developed in the future in a sustainable manner.

A group of stakeholders (Coordination Planning Group) concerned with the public transportation needs and unmet needs for disabled individuals, seniors, and people with low incomes in Dillingham met in the Dillingham Senior Center Dining Hall in November 2015 to discuss the available transportation resources and needs in the Dillingham, the gaps in service, and to propose strategies for addressing those gaps. Their prioritized strategies are presented in this coordinate plan. (Also See Attachments B and C)

The stakeholders identified the most immediate need as a replacement vehicle for the Dillingham Senior Center that is American with Disabilities Act (ADA) accessible and four-wheel-drive vehicle. The Dillingham Senior Center Van which was purchased following 2002, has reached the end of its useful life. Strategies for coordinating and collaborating were sketched out. The process the Coordination Planning Group used to identify and prioritize gaps and strategies for moving forward are described in this coordinated plan.

## 1.0 Community Background



Dillingham is located on the western side of the Bristol Bay region of Alaska

## **City of Dillingham**

The City of Dillingham is a 1<sup>st</sup> class city and is the largest community on the western side of the Bristol Bay Region. The population of Dillingham varies significantly depending on the season. The U.S. Census Bureau states the population of Dillingham was 2,200 people for the years 2009-2013. In the fall and winter the population is primarily full-time residents. In the spring and summer months the population of Dillingham increases as commercial fishing activities ramp up. Bristol Bay is the home of the largest sustainable Sockeye salmon commercial fishery in the world. Half of the world's sockeye salmon are produced in Bristol Bay. Recreational hunting, fishing and wildlife enthusiasts also contribute to the increase in population in the summer months.

Dillingham serves as a transportation, service and commerce hub for many small communities in the area that are only accessible by small aircraft, or seasonally by boat or snowmachine. The community of Aleknagik, 16-miles northwest via a paved two-lane roadway is the only community connected to Dillingham by road. The 2<sup>nd</sup> class City of Aleknagik and the Aleknagik Traditional Council, a federally recognized tribe are included in the community of Aleknagik.

## **Kanakanak Hospital Campus**

The Kanakanak Hospital Campus is located 5.7 miles south of Dillingham and approximately 2.7 miles from the Dillingham Airport, at the end of Kanakanak Road. The Kanakanak Hospital Campus includes the hospital, Jake's Place Substance Abuse Facility, a dental clinic, the only pharmacy for Dillingham and many communities, on-site housing for both permanent and itinerant workers, and other facilities.

The Kanakanak Hospital has a history of over 100 years of service to the residents of Bristol Bay. Since 1973 Kanakanak Hospital has been operated by the Bristol Bay Area Health Service and serves as a critical care facility and a comprehensive health care services center to the 23 communities that are under its umbrella. Kanakanak itself is located at the site of an orphanage opened to care for children who survived the 1918-1919 influenza epidemic and other epidemics that devastated the Bristol Bay Region early in this century.

## **Transportation in Dillingham**

Transportation in Dillingham remains much as it was in 2002 with the exceptions of some notable improvements to roads and bicycle and pedestrian facilities in recent years. The following is excerpted from the 2002 Dillingham Alaska Coordinated Transit Plan:

“The only access to Dillingham from outside the area is by air or sea. Air access is provided both by regularly scheduled propeller and jet service from Anchorage, as well as a number of small air services providing connections to other communities in the Bristol Bay region. Access by sea is limited to personal and commercial vessels (including seasonal barge service); the region is not served by the Alaska Marine Highway System.

The Dillingham roadway network consists of a total of 50 miles of roadway, including 15 miles of paved roadways in Dillingham, and 23 miles of paved road to Aleknagik. There are also a total of several miles of paved roadway from Dillingham to the Airport and to Kanakanak. The four main roadways in Dillingham include Kanakanak Road, Wood River Road, [Aleknagik] Lake Road, and Waskey Road. Primary roadways in the downtown area of Dillingham include Main Street, D Street, Seward Street and West Second Avenue. The primary modes of transportation within the area include pedestrian travel, regular passenger vehicles, small boats, all terrain vehicles, and snow machines.”

## Map of Community

Below is a map depicting typical destinations within the community of Dillingham and outlying areas. This is an updated version of the Dillingham Activity Center Map prepared for the 2002 Dillingham Alaska Coordinated Transit Plan. Seniors and disabled individuals often use the Dillingham Senior Bus to go to and from

- the hospital to obtain medical care and visit the pharmacy
- pick up food at the Food Bank
- pick up and send mail at the Dillingham Post Office
- visit City Hall to pay their water bill
- visit Nushagak Electric Coop to pay their electric bill
- visit the Catholic Church to obtain drinking water from their well

These points are illustrated and noted. The Dillingham Senior bus also provides rides for seniors and disabled individuals that reside within the city limits of Dillingham to the Dillingham Senior Center so they can join others for meals and other social activities.



Please see key on next page.

## Dillingham Activity Center Map Key

Match number to Dillingham Activity Center Map	Typical Community Destinations	Important Destinations for Seniors and Disabled Individuals (*)
1	HOPE	
2	Jakes Place	
3	WIC	
4	Kanakanak Hospital	* Out-Patient and In-patient services, Pharmacy
5	Food Bank/Work Force Development	* Food Assistance
6	Stellings Auto Repair	
7	Small Boat Harbor	
8	Our House	
9	Airport	
10	Bristol Bay Native Association/Head start	
11	Dillingham Elementary School	
12	Dillingham Middle and High School	
13	HOPE Administrative Office	
14	Mental Health	
15	University of Alaska-Bristol Bay Campus	
16	Drinking water	*Drinking Water
17	Court House	
18	(Assisted Living Center)	
19	Dillingham Senior Center	* Meals, Social Activities
20	Post Office	* Mail
21	Police Station	
22	Fire Hall/Bingo	
23	City Shop	
24	Safe Women's Shelter	
25	Ice Rink	
26	HUD Bristol Bay Area Housing	
27	City Hall	* Pay Water Bill
28	Library/Museum	
29	Courthouse(New)	
30	Nushagak Electric Coop	* Pay Electric Bill
31	Gusty's Boat yard	



# Planning for Public Transportation

**Long Term** Transit is highlighted within the Transportation Implementation Plan for the 2005 Dillingham Comprehensive Plan Update & Waterfront Plan as shown below (transit is highlighted in yellow for the purposes of display).

**GOAL 3: Identify, reserve and improve an integrated system of sidewalks, trails and transit to provide safe and attractive alternatives to traditional private vehicles, both for traveling within Dillingham, and connecting to surrounding villages. Actively manage sidewalk and trail use to promote safety and reduce environmental impacts.**

Objective 3F: Explore options for coordinated public transit in Dillingham, particularly between employment centers, neighborhoods, the airport, Aleknagik and downtown.

## Strategies:

1. Identify the types of trips and users most in need of and able to support transit service. Types of trips include connections from residential areas to employment and service centers like the hospital, BBNA, schools and downtown. Types of users include Elders, young people, and visitors to the community.

2. Research the previous work done on Tribal transportation

3. Inventory the current and possible future capacity of different organizations to help improve transit in Dillingham. Several organizations and businesses currently run buses or shuttle vans. With a modest amount of additional effort, this small existing system could be augmented to serve a broader base of users.

4. Coordinate transit planning with planning for sidewalks and trail, as outlined above.

5. Encourage the private sector to develop regular water-based access to nearby communities.

Source: 2005 Dillingham Comprehensive Plan Update & Waterfront Plan - Transportation

Connectivity is an important part of a fully functioning transit plan. The City of Dillingham and their partner Curyung Tribe made improvements to pedestrian and roadways in the Dillingham area a priority many years ago (See Goal 4 below).

**Goal 4: Improve downtown circulation; create a safer, more efficient and more enjoyable environment for pedestrians, cars, trucks, ATVs and snowmachines.**

Objective 4A: Create a system of downtown sidewalks, pathways and trails that provides convenient, safe and enjoyable ways to move around town on foot.

**Strategies:**

1. Inventory the existing set of sidewalks and identify gaps in the system, including sidewalks and pedestrian trails linking to neighborhoods, the harbor area, the waterfront, and employment centers.

2. Improve sidewalks, focusing on areas with the highest use and/or greatest safety issues.

3. Where possible, reduce curb cuts (places where vehicles cross sidewalks to reach adjoining private property). Excessive curb cuts make it too inviting for cars and other vehicles to cross sidewalks. Curb cuts can be reduced at the time the downtown streets plan is implemented (when curbs are redone). This can also occur more informally by placing barriers such as planter boxes on sidewalks or adjoining private property to better limit the points where pedestrians have to watch for crossing vehicles.

4. Keep and/or create curb cuts where necessary to accommodate parking areas and channel storm runoff. Eliminate or take actions to mitigate dangerous parking areas where drivers have difficulty seeing pedestrians as they back into the street.

5. Design downtown roads so that drivers choose to drive slowly. This can be done through including minor variations in alignments (vs. emphasizing long, wide straight roads), "necking down" streets at pedestrian crossing points, allowing roadside parking, and including elements such as planters and benches close to the edge of the driving lane.

6. More actively enforce speed limits; educate the community about the need for speed limits in congested areas where there is a higher volume of resident and visitor foot traffic.

Source: 2005 Dillingham Comprehensive Plan Update & Waterfront Plan - Transportation

Progress has been made on the identified strategies in recent years. Significant improvements include:

- Paved bicycle and pedestrian path along Wood River Road
- Paved bicycle and pedestrian path along Aleknagik Lake Road (from intersection with Kanakanak Road to 2 miles out)
- Paved bicycle and pedestrian path along Kanakanak Road from Downtown Dillingham to intersection with Aleknagik Lake Road with significant improvements made Summer 2015

All of these improvements were made with safety and accessibility in mind.

A major project scheduled for the summer 2016 is the Dillingham Downtown Streets Rehabilitation. D Street, 2<sup>nd</sup> Avenue and Main Street will be realigned and rehabilitated. This project, which includes recommendations from the Dillingham Context Sensitive Solutions (CSS) Workshop will include significant improvements to pedestrian facilities and bring the facilities into compliance with the Americans with Disabilities Act.

The City of Dillingham planner met with representatives of BBNA Department of Transportation and Infrastructure, Workforce Development, Community and Economic Program Manager, Aleknagik Traditional Council, City of Aleknagik, Ekuk Village Council, and Curyung Traditional Council early in the 2015 and sketched out proposed bus stops for the downtown area. The City of Dillingham is now collaborating with ADOT&PF team Dillingham Downtown Streets Rehabilitation project and the Bristol Bay Tribal Transit planning team to ensure the bus stops are considered in the Dillingham Downtown Streets Rehabilitation projects.

The figure below displays proposed bus stops superimposed on the ADOT&PF design for the rehabilitation project as sketched out at the Spring 2015 meeting.



Source: Background drawing ADOT&PF.

**Underway** The Bristol Bay Native Association is conducting a Bristol Bay Regional Tribal Transit Plan. The majority of the tribal members of four federally recognized tribes reside in these communities:

- Curyung Tribal Council
- Native Village of Aleknagik
- Village of Clarks Point
- Native Village of Ekuk

These tribes have provided resolutions to be included in the Bristol Bay Regional Tribal Transit Plan. The cities of Dillingham and Aleknagik are also support this effort. As such BBNA is coordinating with the cities of Dillingham and Aleknagik on their public transportation efforts, as well as public transportation efforts being undertaken by individual tribes such as the quickly evolving Aleknagik Tribal Transit Program.

## 2.0 Coordinated Service Element: Inventory of Existing Resources and Services

### Members of Coordination Planning Group

On November 24, 2015 a group of stakeholders who are concerned with transportation for seniors, disabled individuals and the general public met at the Dillingham Senior Center Dining Hall to discuss existing transportation services in Dillingham, gaps in service, alternatives for filling those gaps, and priorities for moving forward. Attendees are listed below (Copies of the sign-in sheet are included as Attachment B-Copies of Sign-In Sheet for City of Dillingham Health and Human Services Coordinated Transportation Plan Stakeholder Meeting):

Name	Organization	Special Area of Interest/Title
Sarah Andrew	University of Alaska Fairbanks-Bristol Bay Campus	Adult Learning
Ida Noonskesser	City of Dillingham Senior Center	Director
John Heyano	Curyung Tribal	
June Ingram	Bristol Bay Area Health Corporation	Medicaid Social Worker
Julianne Baltar	Bristol Bay Native Association (BBNA)- Department of Transportation and Infrastructure Development (DOTID)	Director
Rose Loera	City of Dillingham	City Manager
Thomas Gardiner	BBNA Family Services ADRC	ADRC Case Worker
Isaac Wood IV	BBNA Family Services ADRC	ADRC Case Worker
Mary Kapotak	BBNA Family Services ADRC	ADRC Case Worker
Jenifer Wilson	BBNA-DOTID	Program Assistant
Brenda Kerr	BBNA-DOTID	Planner
Gusty Akelkok	BBNA-DOTID	Technician

# Inventory of Available Resources and Services

## Description of Current Service

### Existing Public Transportation

The existing public transportation in the study area is described in terms of the vehicles, the transit facilities such as loading zones and even roadways, pedestrian and bicycle walkways used to access public transportation, and the administrative and operations organizations supporting the overall function. There are basically two types of public transportation, designated public transportation and specified public transportation. These are public and the private means of moving the public. Designated public transportation is public transportation, typically by vans and buses, operated by public transit agencies. Specified public transportation includes tour and charter buses, taxis and limousines, and hotel shuttles operated by private entities. Even though one type of public transportation is operated by a public entity and the other by private entities they have the common function of moving the public. Specified Public Transportation Providers are described to characterize public transportation in the study area. Aleknagik public transportation providers are included since the Dillingham area is a primary destination for their clients. School Bus and Headstart operations are listed separately since they both fall in highly specialized transportation categories not typically considered public transportation.

### **Existing Dillingham and Aleknagik Designated Public Transportation Providers include the:**

- Dillingham Senior Center Transportation
- Aleknagik Senior Transportation Services
- Aleknagik Traditional Council Tribal Transportation (Future Operations Planned)

### **Existing Dillingham and Aleknagik Specified Public Transportation Providers:**

- Abba Joy's Taxi
- Leons Cab Service
- Nushagak Cab
- West Side Taxi

- Numerous Hotel and Airline Shuttle Buses. These vehicles typically serve clients of the private businesses that own them and do not serve local residents of Dillingham.
- Private Charters. There are no private charter companies registered with the Federal Transit Administration in the entire Bristol Bay Region. There is only one in the state of Alaska. Individuals may be able to 'charter' the private taxi's listed above services for trips to and from Aleknagik for approximately \$100 one-way.

#### Existing Dillingham and Aleknagik School Bus and Headstart Transportation Providers:

- School Buses. There is one private company contracted by the school district to operate school buses for K-12 in Dillingham and for senior high school students from Aleknagik who chose to attend Dillingham High School. The City of Aleknagik plans to operate a school bus for K-8 students in Aleknagik who attend Aleknagik School beginning in 2015.
- BBNA Headstart Bus. BBNA Headstart program provides services for children ages 3 to 5 during the school year. Headstart operates one 20-passenger bus that is wheelchair-lift equipped. The bus has specialized equipment such as seat-belt features designed for small children. There is no heated storage for equipment and safety checks of the vehicle and the Headstart Director and bus driver must perform daily safety checks and other operations outdoors in sometimes-severe weather.

There are numerous other social service specific transportation services in the Dillingham area. These are described in the 2002 Dillingham Transportation Plan. Information on some of these providers was not available for this plan.

### **Dillingham Senior Center Transportation**

The Dillingham Senior Citizen Center serves persons 60 years and older. Some of their services include a meal program, various activities, and scheduled trips. The Center operates Monday through Friday between 9:00 am and 4:00 pm.



Dillingham Senior Center front entrance. Areas for safely loading and off-loading passengers for single vehicles, the Dillingham Senior Service vehicles and the Aleknagik Senior Services vehicles is provided.

Year	2002*	2014	Change from 2002 to 2014
Senior Population-Dillingham (60-years and over)	192	Not available	Age eligibility changed from 55-years to 60-years
	7.8 %	Not available	Not available
Total Dillingham Senior Services Transportation Program Participants	214	168	21 % Decrease
Total One-Way Rides Provided	19,440	14,058	28 % Decrease
Assisted One-Way Rides	8,080	9,258	15 % Increase



Unassisted One-Way Rides	11,360	4,800	58 % Decrease
Number of Vehicles	1 mid-size transit, 1 small light-duty bus/van	1 mid-size transit	Approximate 50 % Decrease
Drivers	2	1 and Senior Center Manager drives as needed	Approximate 50 % Decrease
Type of Service	Demand	Checkpoint	Decrease in Service
Service Area	Unlimited	Limited to Dillingham City Limits and Timing of Hospital Runs	Decrease in Service

Sources: 1 \*("Dillingham Alaska Coordinated Transit Plan" LSC Transportation Consultants, Inc. 2002) and information provided by Dillingham Senior Center

The Dillingham Senior Center operates a transportation service. This service is available to seniors (60-years and older, individuals with disabilities and the homeless. Much of the service is focused on providing trips to and from the Senior Center. The Dillingham Senior bus makes three trips each weekday from the Dillingham Senior Center to the Kananak Hospital, approximately 5.7 miles one-way each day. There is no weekend service. These runs depart the Dillingham Senior Center at 9:00 am, 12:30 pm, and 2:30 pm. Seniors call and are then picked up and returned to their homes. Seniors arriving at the hospital after 2:30 pm must make other arrangements for their return travel. Many seniors also use the Dillingham Senior Center bus to go to Nushagak Cooperative, City Hall to pay their water and sewer utility bills, and to the Catholic Church to get drinking water. The bus is also used to pick up volunteers to work at the Senior Center. An optional charge of \$2.00 per one-way trip is suggested for all passengers.

Total annual one-way passenger trips for the Dillingham Senior Centers 168 clients in 2014 were 14,058. Of this total number of one-way trips approximately 9,258 were for the Assisted Transportation program.



Dillingham Senior Bus making a stop at the U.S. Post Office in Dillingham, Alaska.

The most visible part of public transportation is typically the bus, van or other vehicle that transports people. Behind the scenes are administrative and operational staff. For the designated public transit in Dillingham there are no transit facilities beyond the public road system and private/public drives available to all vehicular traffic. There are no specialized transit facilities, such as maintenance shops. The Dillingham Senior Center vehicles and the Marrulut Eniit Assisted Living Center vehicles are maintained at the City of Dillingham Maintenance Shop. Transit facilities in the form of passenger load and unload zones, bus boarding and alighting areas, benches and shelters are minimal or non-existent. Facilities for bus stops available for the Dillingham Senior Bus can be problematic. For example, there is designated handicap parking at the Kanakanak Hospital but it is often in use when the Dillingham Senior Bus or taxi's arrive to drop off and pick up passengers. The private sector in Dillingham has recently made improvements in accessibility. For example, AC Grocery Store recently improved access to their store by moving the ADA ramp to an area closer to the mostly level parking area to the west of their building.

## Aleknagik Senior Transportation-City of Aleknagik

The City of Aleknagik provides transportation for seniors, persons with disabilities and, if there is space available, the public Monday, Wednesday and Friday between 9:00 am and 3:00 pm, from Aleknagik to Dillingham. The trip into Dillingham typically occurs around 9:00 am, while the return trip typically leaves Dillingham around 3:00 pm. Senior citizens have priority for service. However, if space is available other residents may also use the service.

## Aleknagik Traditional Council-Tribal Transportation

The Aleknagik Traditional Council purchased a van and is developing a tribal transit system. They will provide frequent service on weekdays and weekends for Aleknagik residents. Their van is not ADA accessible but has a side step to assist some passengers with boarding and alighting. They hope to provide service so that residents of Aleknagik who go to Dillingham do not have to wait for long periods of time before going back.

Provider	Schedule	Available Seats
City of Dillingham	Weekday 9:00 AM, 12:30 PM, 2:00 PM Runs from Senior Center to Kanakanak Hospital	
City of Aleknagik	Monday, Wednesday, Friday 10 AM - 3 PM Runs from Aleknagik to Dillingham and Kanakanak Hospital	12
Aleknagik Traditional Council	Weekdays and Weekends (pending full operations starting)	

In terms of equipment for the Dillingham area the Dillingham Senior Center bus pictured on the cover of the coordinated plan was the primary vehicle for the City of Dillingham. It is no longer in commission. The City of Dillingham is using a smaller van that is not ADA accessible and seeking out agreements to use vehicles owned by other entities. The BBNA Workforce Development has a bus that is no longer used. The condition of this bus is not known. BBNA also had a van with ADA lift. The van was surplused and the lift stored. The condition of the lift is not known. Gramma's House has a van that was surplused to them many years ago by the City of Dillingham. This van is problematic but may be the best

option the City of Dillingham has for a borrowed vehicle. The local taxi/cab operators do not have ADA accessible vehicles and their operations are highly unpredictable.

## 3.0 Needs Assessment

FTA defines a “coordinated public transit-human service transportation plan” as a plan that “identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, that provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.” Attachment D provides an overview of the City of Dillingham’s demographics. The 2009-2013 American Community Survey presents the following information:

### Disability

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In Dillingham, Alaska, among the civilian noninstitutionalized population in 2009-2013, 13 percent reported a disability. The likelihood of having a disability varied by age - from 1 percent of people under 18 years old, to 15 percent of people 18 to 64 years old, and to 39 percent of those 65 and over.

### Income

The median income of households in Dillingham, Alaska was \$68,036. An estimated 10 percent of households had income below \$15,000 a year and 18 percent had income over \$150,000 or more.

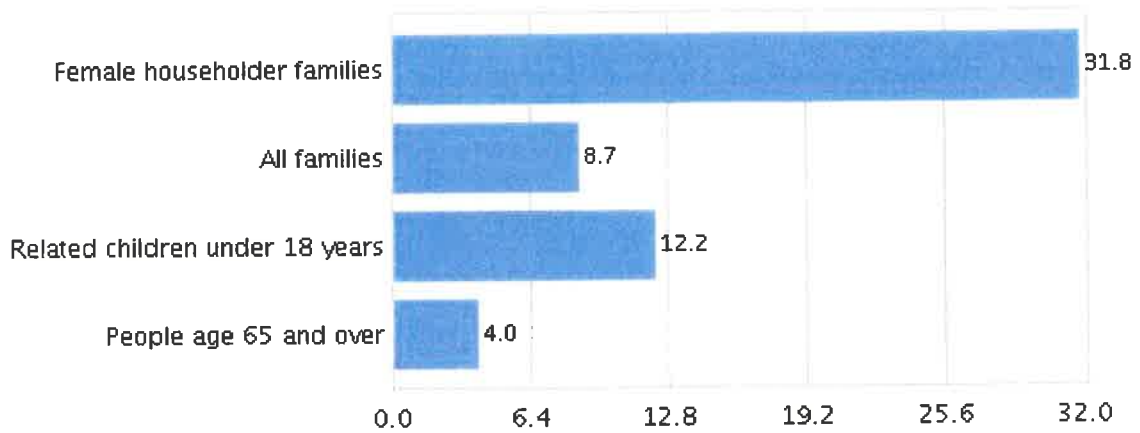
An estimated 90 percent of the households received earnings and 7 percent received retirement income other than Social Security. An estimated 18 percent of the households received Social Security. The average income from Social Security was \$14,379. These income sources are not mutually exclusive; that is, some households received income from more than one source.

### ► Poverty and Participation in Government Programs

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In 2009-2013, 13 percent of people were in poverty. An estimated 12 percent of related children under 18 were below the poverty level, compared with 4 percent of people 65 years old and over. An estimated 9 percent of all families and 32 percent of families with a female householder and no husband present had incomes below the poverty level.

Poverty Rates in Dillingham, Alaska in 2009-2013  
[click graph to view data in table format](#)

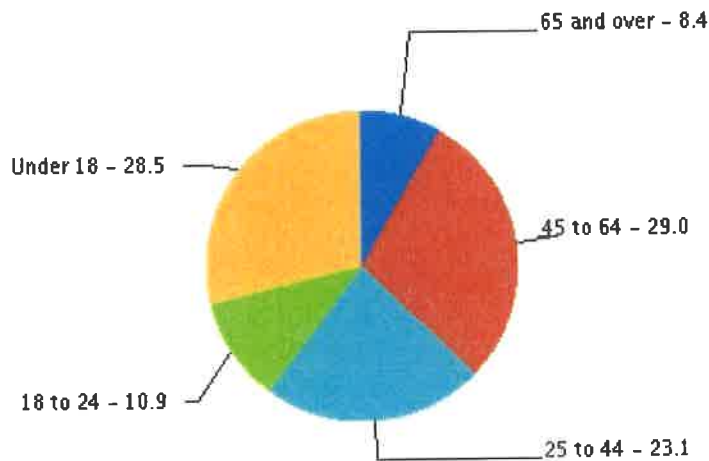


## Population

In 2009-2013, Dillingham, Alaska has a total population of 2,200 -- 1,000 (48 percent) females and 1,100 (52 percent) males. The median age was 33.7 years. An estimated 28 percent of the population was under 18 years and 8 percent was 65 years and older.

Age Distribution of People in Dillingham, Alaska in 2009-2013

[click graph to view data in table format](#)



For people reporting one race alone, 39 percent were White; 1 percent were Black or African American; 58 percent were American Indian and Alaska Native; 2 percent were Asian; less than 0.5 percent were Native Hawaiian and Other Pacific Islander, and 1 percent were some other race. An estimated 15 percent

reported two or more races. An estimated 4 percent of the people in Dillingham, Alaska were Hispanic. An estimated 33 percent of the people in Dillingham, Alaska were White non-Hispanic. People of Hispanic origin may be of any race.

The Stakeholder Planning Group met November 24, 2015 at the Dillingham Senior Center Dining Hall in Downtown Dillingham to discuss updating the a coordinated public transit-human service transportation plan for the City of Dillingham, share information on the transportation needs of individuals with disabilities, older adults, and people with low incomes, the gaps in services for these individuals and identify and prioritize strategies for addressing the gaps in services.

## 4.0 Gaps In Service

The Stakeholder Planning Group was asked to identify the gaps in public transportation in Dillingham with a special emphasis on the needs of seniors and disabled individuals. The identified gaps were written on large paper posted on the walls of the Senior Center Dining Hall. Participants were then asked to place colored sticky dots next to the gaps they felt needed the highest priority. One green, one pink, and one yellow was given to each participant and the participants decided as a group to use the green, pink, and yellow color of the dots to indicate high, medium and least priority, respectively. Some participants numbered the dots to correspond to these rankings as 3, 2, 1, respectively. The photos below show the participants contemplating their choices. The results of their efforts are seen in the following photos at Attachment C.

The information from the group effort to identify gaps is summarized in the table below. The last column displays a number rank assigned to the identified gap after the meeting based on the dots the group applied to each identified gap. This number rank was determined by using the number scheme of green = 3 points, pink = 2 points, yellow = 1 point and then summing the points represented by dots placed next to each identified gap by the group. If no dots were placed next to an identified gap a point value is not given, so as not to distract from the fact that the group felt this was an important gap to identify. (Note: this point system was not reviewed by the group so the actual ranking shown in Attachment C should be referred to.)

Identified Gap	Number of Dots	Total Points
Lack Of Handicap Accessible, Four-Wheel-Drive Vans And Good Operating Equipment	Green = 5 Pink = 4 Yellow = 1 Total Dots = 10	24
Need More Vans And	Green = 0	4

Drivers	Pink = 1 Yellow = 1	
<b>Aging Equipment</b>	Green = 0 Pink = 0 Yellow = 0	
Clients Have To Wait In Cold	Green = 0 Pink = 0 Yellow = 0	
Need Additional Rolling Stock And Drivers	Green = 1 Pink = 0 Yellow = 0	3
Can Handle Maintenance, But Goal Is To Swap Out More Frequently	Green = 1 Pink = 0 Yellow = 1	1
Lack of Funding	Green = 2 Pink = 3 Yellow = 0	12
Lack of Public Transportation -Hospital -Airport -Kid's Functions/Myspace -Shopping -Access to Jobs	Green = 0 Pink = 1 Yellow = 6	8
Drivers Need CDL and Bus Endorsement	Green = 0 Pink = 0 Yellow = 0	
Not Enough Backup Staff	Green = 0 Pink = 0 Yellow = 0	
No coordinated scheduling	Green = 1 Pink = 0 Yellow = 0	
Transportation Needed For Handicap Individuals Needed So They Can Attend -Work -Training/School -After School Activities -Higher Education	Green = 1 Pink = 1 Yellow = 1	6
No Weekend Transportation	Green = 0 Pink = 0 Yellow = 0	
People Cancel Medical	Green = 0	



Appointments Due To Lack Of Transportation	Pink = 0 Yellow = 0	
People Can't Get To The Hospital To Renew Their Medications	Green = 1 Pink = 0 Yellow = 0	3
Airline Shuttles Help Travelers, But Not Local Residents	Green = 0 Pink = 0 Yellow = 0	
High Costs, Such As The Cost Of Fuel	Green = 1 Pink = 1 Yellow = 1	6
Need Heated Equipment Storage	Green = 0 Pink = 0 Yellow = 0	

**Discussion of Gaps.** During the discussion of the gaps in transit services a few existing strengths were highlighted. The highlighted strengths include:

- The City of Dillingham has good capability to perform maintenance and a good maintenance shop.

The balance of the discussions focused on gaps in transportation services. Clearly the group felt that the lack of a handi-cap accessible, four-wheel-drive vans in the community is a critical deficit in transportation services for Dillingham seniors and disabled individuals. A lack of qualified drivers and the training needed to become a driver was listed and prioritized two additional times and emphasizes the importance the group placed on this gap in services.

The group also was concerned with the lack of funding.

The group's work highlights that there is a lack of general public transportation for Dillingham residents and visitors from the region and abroad to get to and from the

- Hospital
- Airport
- Kid's Functions/My Space
- Shopping
- Access to Jobs

The group identified a lack of transportation for disabled individuals hindering their ability to attend

- Work

- Training/School
- After School Activities
- Higher Education

High costs of fuel also ranked as factor contributing to a gap in transportation services.

There was considerable discussion regarding the difficulties residents have getting to the Kananak Hospital.

## 5.0 Strategies: Address the Identified Needs and Gaps in Service

Once the group had identified the gaps in service and ranked the identified gaps according to how important they were in terms of serving the transportation needs of Dillingham’s seniors and disabled individuals they discussed strategies to address the identified needs and gaps in service. Once again the group’s ideas were recorded on paper posted on the wall of the Dillingham Senior Center Dining Hall. The group discussed their ideas. The group immediately recognized that they needed to agree upon a common goal before moving too far into strategizing. The following common goal was agreed upon:

**Common Goal: Provide reliable and affordable public transportation, which includes meeting ADA standards.**

Each individual was then given three sticky dots to put next to the strategy(ies) they felt should be the highest priority. The same color scheme for dots was used where red = , green = , and orange = . The table below summarizes the group’s work. After the meeting points were assigned to the dots using a scheme of red = , green = , and orange = . The points were tallied for each strategy in the third column after the meeting and are presented for this plan.

Identified Strategy	Number of Dots
Get High Level Buy-In Get Individuals in Organizations Able to Make Decisions At The Table	Green = 7 Pink = 0 Yellow = 0
Approach School District About Using School District’s ADA Van	Green = 0 Pink = 0 Yellow = 0
Share Equipment With Gramma’s House	Green = 0 Pink = 0 Yellow = 1

Bristol Bay Tribes Can Provide Access When They Come To Dillingham	Green = 7 Pink = 0 Yellow = 0
Reach Out to Aleknagik To Be Involved In A Coordinated Plan	Green = 0 Pink = 4 Yellow = 2
Fund Raise For Senior Vans	Green = 1 Pink = 0 Yellow = 2
Provide Letters of Support	Green = 0 Pink = 0 Yellow = 0
Cabulance	Green = 0 Pink = 0 Yellow = 0
Ask Aleknagik to coordinate with planning for Senior and Disabled Individual Transportation	Green = 0 Pink = 4 Yellow = 2
Contracted services for ADA accessible cabs	Green = 0 Pink = 1 Yellow = 0
Bristol Bay tribes coordinate for a ground transportation vehicle for to-and-from downtown/hospital	Green = 0 Pink = 4 Yellow = 3

## Discussion of Strategies

Initial discussion of coordination strategies revealed that the City of Dillingham was already actively coordinating with other entities in the area to address transportation needs for seniors and disabled individuals.

Examples of recent coordination efforts include:

- When the Dillingham Senior Center Bus became inoperable the City of Dillingham reached out to the Marrulut Eniit Assisted Living Center (Gramma's House) and is working on an agreement that would allow the Dillingham Senior Center to use the Marrulut Eniit eight-passenger minivan. The minivan was donated to the Marrulut Eniit Assisted Living Center by the Dillingham Senior Center many years ago.
- The City of Dillingham is already sharing maintenance of equipment with the Marrulut Eniit Assisted Living Center. The City owned maintenance shop maintains the Marrulut Eniit equipment.

The group moved on to identify strategies for filling the gaps identified. These strategies are listed in the table above.

The group decided the next steps should be getting letters of support for the

replacement vehicle for the Dillingham Senior Center and coordination meeting with the City and Tribe of Aleknagik. The also resolved to have quarterly coordination meetings and to have an Afer Action meeting in January 2016 with invitations out to all parties not present at the November 24, 2016 meeting.

## **6.0 Priority of Projects**

The strategy identified as the highest priority is replacing the City of Dillingham Senior Center Van with a four-wheel-drive, ADA accessible vehicle.

## **7.0 Signature Page of Participating Agencies**

Signatures of individual stakeholders participating in the November 24, 2015 Coordination Planning Meeting is given at Attachment B. These participants included the individuals from the City of Dillingham, Bristol Bay Area Hospital Corporation, Dillingham Senior Center, University of Fairbanks-Bristol Bay Campus, Bristol Bay Native Associaiton (BBNA)-Department of Transportation and Public Facilities, Bristol Bay Native Association-Social Service Elderly Services, and Curyung Tribe.

## **8.0 References**

Dillingham Alaska Coordinated Transit Plan. Prepared for the City of Dillingham Senior Center and the Dillingham Area Transportation Agencies. LSC Transportation Consultants, Inc. December 20, 2002.

Attachment B – Copies of Sign-In Sheet with Signatures from Stakeholder Meeting  
(Nov. 24, 2015)

## Locally Developed Coordination Plan Meeting Participant List


<b>Plan Area (community):</b>	City of Dillingham, AK
<b>Date of Meeting(s):</b>	November 24, 2015
<b>Coordination Plan Contact Name(s):</b>	

	NAME	ORGANIZATION NAME	ADDRESS AND PHONE NUMBER	E-MAIL ADDRESS
1	Sarah Andrew	Bristol Bay Campus	842-3505	sarah.andrew@alaska.edu
2	Eda Noonkeesan	City of Dillingham Senior Center	842-1231	seniorcenter@dillingham.ak.us
3	John Heyano	Curyung Tribal	842-1340	MAWAK99523@Yak.com
4	June Ingram	BBNA	842-9270	jingram@bbna.org
5	Julianne Baltar	BBNA	842-6219	j.baltar@bbna.com
6	Rose Loera	City of Dillingham	842-4228	manager@dillingham.ak.us
7	Thomas Gardner	BBNA	842-4139	tgardner@bbna.com
8	Anna Wood IV	BBNA	842-1902	iwood@bbna.com
9	Mary Kapotale	BBNA	842-1902	mkapotale@bbna.com
10	Janifer Wilson	BBNA	842-6142	jwilson@bbna.com
11	Brenda Kerr	BBNA		
12	Gusty Akokok	BBNA		
13				

**Attachment C – Photos of Gaps and Strategies from  
Stakeholder Coordination Meeting (Nov. 24, 2015)**

# IDENTIFY THE GAPS.

What community transportation services does Dillingham need for the future, especially for the seniors and disabled persons?

 Lack of handicap-accessible van <sup>FWD</sup>

- Lack of good operating equip.
- Aging equipment
- Clients have to wait in cold van
- Need more vans/operators



# IDENTIFY THE GAPS.

What community transportation services does Dillingham need for the future, especially for the seniors and disabled persons?

\* [good on maintenance]

Lack of Funding \$

Lack of general public transportation (esp. to hospital, airport, work)  
Kids Functions/MySpace

• Not enough CDL's <sup>Gap 3</sup>

Need training

• No coordinated scheduling

• No transportation for individuals to go

- to work  
- to school/training/  
higher ed.

- afterschool activities

• No weekend transportation

• Cancelling hospital appts.

• Not re-newing meds

Gap 4

- Courtesy shuttles good at taking out-of-town but not local to airport

• Fuel costs

- Heated garages for ~~maintenance~~ equip storage
- Approach school district for possible agreement to use handicap bus when needed. (may not be ADA?)

# STRATEGIES

pg 1

- High level buy-in
- able to make decision on behalf of organization.
- Already sharing equipment with Grandma's house
- City shop maintenance for Grandma's house vehicle



Next Step  
Pg. 2

- Have ~~month~~ quarterly coordination meeting transportation
- After Action in Jan 2016.
  - invite entities absent
  - 1
- Brief other entities  
email to absent attendees

# Next Steps

- Letters of Support for replacement vehicle / O&M.
- Coordination meeting with City & Tribes, <sup>of</sup> Aleknagik, and all missing groups
- Write City of DLG HHS Coord Plan

# STRATEGIES

- Contracted services for handicap accessible cabs.

Bristol Bay tribes

Coordinate for ground vehicle ~~taxi~~ to-from hospital & downtown (courtesy vans won't taxi's pd by Medicaid go downtown)



• Cab-ulance

Strategies  
12

(partial care provided  
by hospital / patient  
transportation)

• ask Alekrajik to coordinate  
with planning for Senior  
& disabled transportation

• Fund raising (BIN 60)

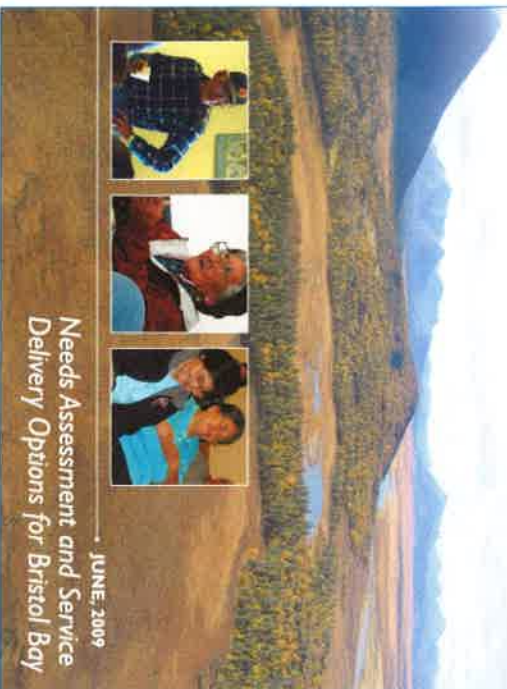
# Attachment D – Demographics for Dillingham

# Bristol Bay Demographics and Transit

Much of the information presented is from  
the American Community Survey 2009-  
2013

# Background

## STATEWIDE INDEPENDENT LIVING COUNCIL



When considering the needs of the target population, there are three main points to consider as the service delivery options are considered.

- The percentage of people with disabilities in Bristol Bay is higher than the State of Alaska as a whole and higher than national trends. This percentage does not take into account the individuals who have FASD but do not have a formal designation recognizing their disability. If these individuals are included, then the size of the target population for a CIL would increase.
- Individuals with disabilities and their caregivers prioritize "Personal Care Assistance" as the most important service that is needed to help them live independently.
- Housing and Transportation were cited as needs that are not currently being met. These services are generally not directly provided by a CIL, but often delivered in conjunction with other support services.

Transportation

# Transit-Dependent Populations

## Characteristics

Physical Limitations

Disabilities and frailty due to age

Financial limitations

Legal limitations

# Disability and Frailty Due to Age

Transportation concerns among older adults are rising as this population segment is projected to grow from over 40 million in 2010 to over 88 million by the year 2050. (FTA)

## 4 :: NEEDS OF TARGET POPULATION

This section provides an overview of the needs of the target population based on the results of the electronic and in-person surveys, and key findings from interviews with support service providers and policy makers.

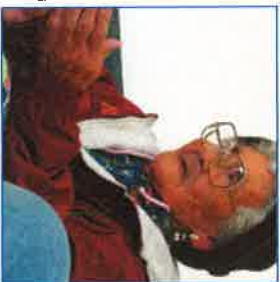
### SURVEY RESULTS

In order to learn from the potential consumers of Independent Living services living in the many communities in Bristol Bay, the study team and members of the Royal Overcash Committee distributed a questionnaire to consumers receiving services, all of the tribal councils in the region and made it available on the project website. A document summarizing the survey results as of May 6, 2009 is included in Appendix IV.

The respondents to the survey were primarily support service providers, families or caregivers of Elders or individuals with disabilities. Of the respondents, 17 percent (or 7 individuals) characterized themselves as a person with a disability. Survey results found that the most pressing needs for individuals to live in the community of their choice are: housing specific to individuals with disabilities and Elders; Personal Care Attendant services provided by well-trained and consistent staff and transportation. Respondents also identified group social and/or recreational services and activities, employment options and assistance (job training and job coaching) as pressing needs. Respondents also noted the need to feel safe in their homes and communities, and the desire to develop programs where the “youth help the Elders and the Elders pass on cultural knowledge.”

Survey respondents were asked to identify the services that were not being provided that they needed in order to live independently. The two most prevalent needs reported were housing specific to elders/individuals experiencing disabilities (64.3 percent) and transportation (64.3 percent). 50 percent of respondents also cited group social/recreational services as well as Personal Attendant services. Also mentioned were the high cost of energy/heating in rural areas and the need for personal care/diaper services with reliable, and well-trained staff.

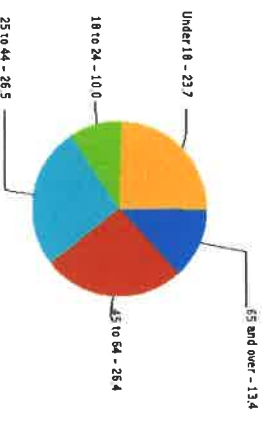
The survey also asked respondents to identify the most important service they were in need of to help them live independently. 50 percent pointed to Personal Care services, as well as housing specific to elders and the disabled as the most important. Next highest was Transportation at 43 percent. The third highest stated need was group social or recreational services, which was reported at a significantly lower percentage (20 percent).



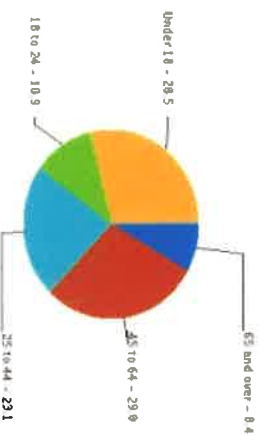
# Seniors

Transportation at 43 percent

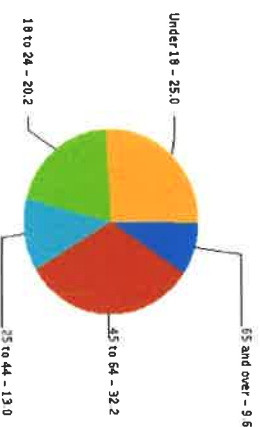
# Age Distribution of People 2009-2013



U.S.



Dillingham



Aleknagik



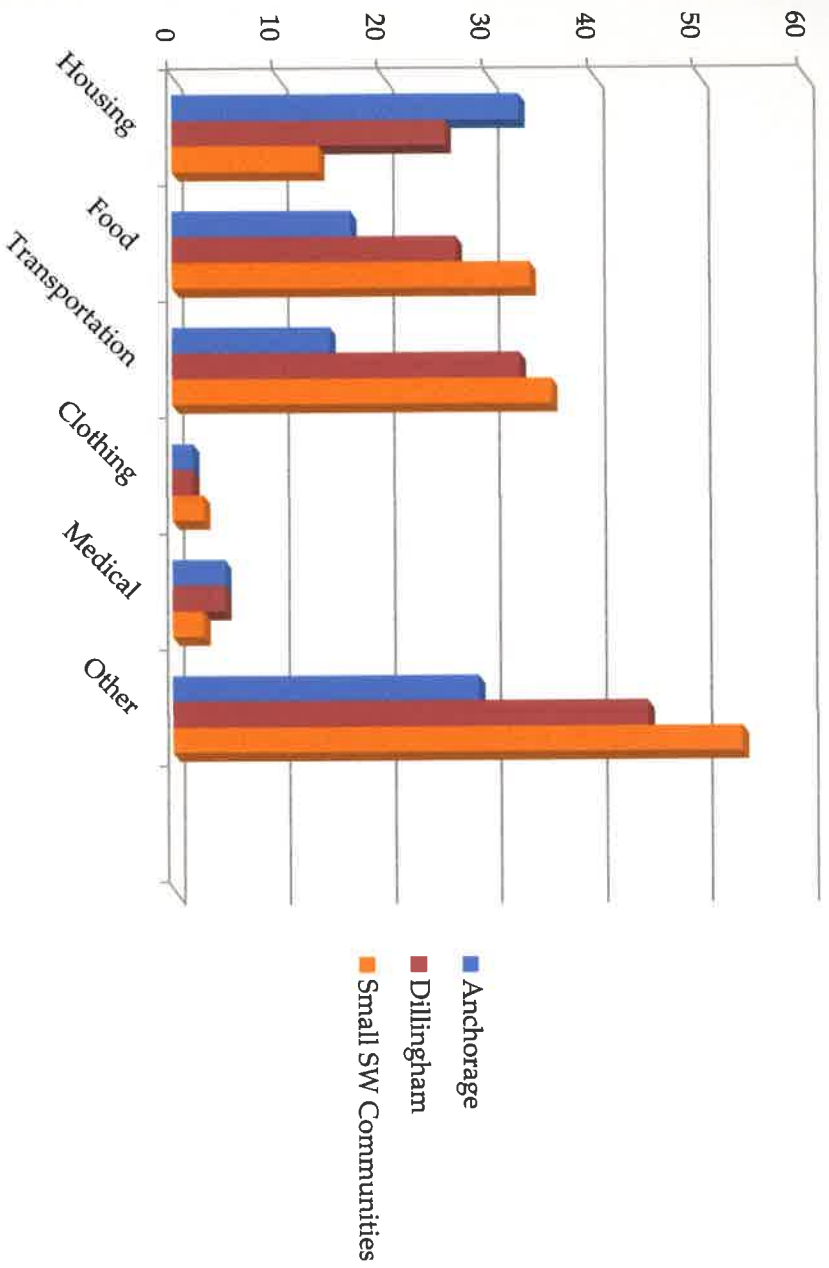
- Cost of living compared to Anchorage:

- Dillingham **37%** 

- Small Southwest Communities **44%** 

## The 10 States with Highest Living Costs

- 1 Hawaii
- 2 Connecticut
- 3 New York
- 4 Alaska**
- 5 California
- 6 New Jersey
- 7 Oregon
- 8 Massachusetts
- 9 Rhode Island
- 10 Vermont



**Figure 1-Cost of Living Differentials by Expenditure Category for Anchorage, Dillingham and Small Southwest Communities**

- Transportation Price Differential (compared to Anchorage):



- Dillingham **57%**



- Small Southwest Communities **70%**

### Household Expenditures to Transportation

- 15% Anchorage
- 21% Dillingham
- 21% Small SW Communities

# Housing and Transportation Affordability

Expenditure Weights	Recommended Expenditure Weight as a Percent of Household Expenditures	A	D	Small Southwest Communities
Housing	30	33	26	14
Transportation	15	15	33	36
Housing Plus Transportation	45	48	59	50

## Cost of Living Differential

$$= \frac{\text{Expenditure Weight} \times \text{Price Differential}}{\text{Expenditure Weight} \times \text{Price Differential}}$$

Cost of Groceries  
one week family of four (2015)

Anchorage

Dillingham

\$179.39

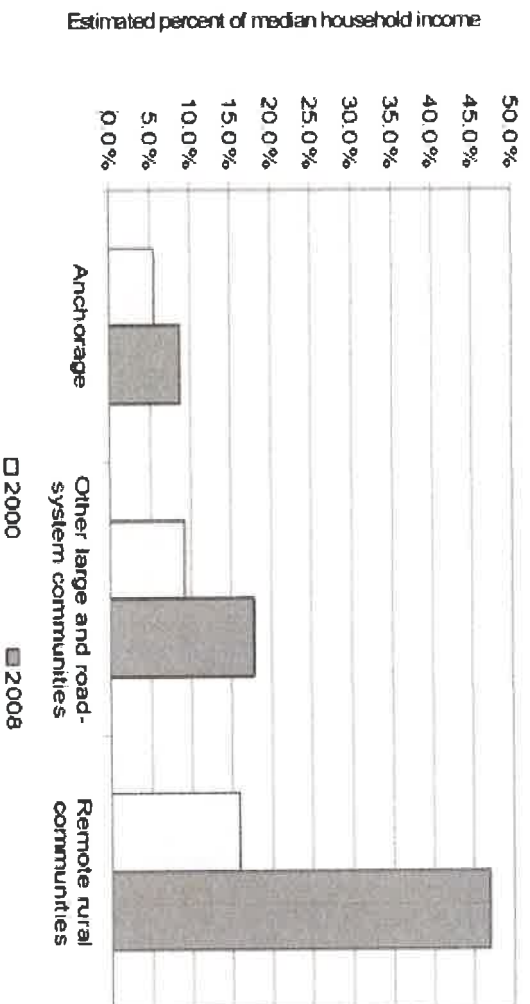
\$355.14

# For Bristol Bay high cost of vehicle ownership

- Cost to barge, fly vehicle in
- Overall high cost of living
- High cost of fuel
- Limited stock of 'running' vehicles to purchase

# For Bristol Bay fuel costs to financial limitations

Figure 5. Comparison of estimated percent of median household income spent on home energy consumption in Alaska, 2000 and 2008



Source: Saylor B., Haley, S. and N. Szymoniak. Estimated Household Costs for Home Energy Use, May 2008. University of Alaska, Anchorage, Institute for Social and Economic Research.

# For Bristol Bay high cost of maintenance

Maintenance Item	Oil Change	Tire Changeover
2000 Ford Explorer		
Anchorage	\$47.99	\$78.00
Dillingham Shop 1	\$165.00	\$120.00
Dillingham Shop 2	\$115.00	\$120.00
Dillingham Shop 3	\$125.00	\$125.00-\$175.00
2015 Ford F150		
Anchorage	\$77.99	\$86.00
Dillingham Shop 1	\$180.00	\$120.00
Dillingham Shop 2	\$120.00	\$120.00
Dillingham Shop 3	\$175.00-\$200.00	\$175.00

One-time cost for typical maintenance services that are performed multiple times throughout each year. Informal survey Spring 2015.



# Legal limitations

- Age as a licensing limitation
- DUI



# Zero-Vehicle Households

Community	Occupied Housing Units	Percent of Housing Units with No Vehicle Available	Percent of Housing Units with Three or More Vehicles Available
United States	115.6 million	9	20
Dillingham	743	17	14
Aleknagik	57	37	2