

Transportation Goals, Objectives, Actions

GOAL

Sustain a safe, efficient, and affordable transportation system.

OBJECTIVES (POLICIES) *It is the policy of the City and Borough of Sitka (CBS) to...*

1. Maintain and improve Sitka’s land-based transit infrastructure, such as streets and sidewalks.
2. Maintain and improve Sitka’s air-based transit infrastructure.
3. Maintain and improve Sitka’s water-based transit infrastructure.
4. Maximize use of existing infrastructure before building new.
5. Adopt and implement a Complete Streets policy in order to plan, design, construct, and maintain transportation facilities for all users.
6. Support and promote public transit.
7. Use “green” development and maintenance techniques to reduce air, noise, and water pollution as well as operational costs.
8. Determine and implement an evidence-based parking strategy.

Which 20 actions do you think are most important for Sitka to accomplish?
Put an “X” in the box of your top 20.

8 OBJECTIVES and 60 ACTIONS

1. Objective: Maintain and improve Sitka’s land-based transit infrastructure, such as streets and sidewalks.	
A. Develop a funding formula that allocates a predictable annual baseline amount for street system CIPs that Sitka can maintain ¹ . The formula should also identify factors that allow funding above the baseline. <ul style="list-style-type: none"> • Articulate criteria to prioritize street network maintenance and improvements, and identify if there are roads that do not need paved at all or as frequently. 	
B. Reduce road wear and tear and enhance pedestrian and bicyclist safety by lowering the speed limit from 25 to 20 miles per hour on streets without sidewalks, in denser residential areas, and through downtown.	
C. Consistently monitor Legislative and Congressional action on critical revenue sources and lobby for Sitka’s fair share of funding ² . <i>Note: This will likely move to become an action in Borough Facilities & Services Chapter, but listing it here because it applies to roads, harbors and ports, airport, too.</i>	
D. Provide for such things as conditions of approval for projects where there is an impact that could be	

¹ To maintain Sitka’s 24-mile locally-owned road system approximately \$19 million is listed on the Capital Improvement Project list for 2019-2022. No state or federal grants are expected to fill this need. Of this \$19 million total, 17% (\$3 million) is for utility improvements and 83% (\$16 million) is for paving projects. As of June 30, 2018, the projected undesignated fund balance in the General Fund is just under \$6 million, leaving a \$13 million shortfall (if the full balance was dedicated to streets). Long-range (through 2037) an additional \$41 million in CIP is the projected need.

² AMHS and any future private ferry scheduling and funding, Harbor Facility Grants, School Debt Reimbursement, PERS/TRS debt support, Secure Rural Schools funding, Payment in lieu of Taxes, Federal Highway Funds and federal transportation legislation, funding to Statewide Transportation Improvement Program.

mitigated through these items	
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2. Objective: Maintain and improve Sitka’s air-based transit infrastructure.	
A. Position the Sitka Airport to be more productive in its role as a regional hub for passenger and freight services. <i>Cross reference with Economic Development</i>	
a) Develop more lease lots to address economic and transportation needs and demand.	
b) Expand the airport terminal to address safety and operational deficiencies and meet current and future passenger and business demands.	
B. Provide for fair fee structure at Baranof Warm Springs dock	

3. Objective: Maintain and improve Sitka’s water-based transit infrastructure.	
A. Maintain quality harbor and port facilities and services to support marine commerce and accommodate the needs of the commercial and charter fleets, recreational vessels, transient boats, seaplanes, and cruise ship tenders.	
a) Develop a sustainable funding strategy to meet harbors and port maintenance and capital improvement needs.	
b) Provide predictable harbor rates to assist with business and home budgeting.	
c) Replace Sitka’s deteriorating seaplane base to maintain the economic and transportation benefits Sitka residents, businesses, and visitors depend upon.	
d) Increase visitor/transient vessels by installing gated security at lightering facility under O’Connell Bridge and by more aggressive marketing of Sitka’s facilities and amenities.	
e) Identify options and costs to accommodate the 225 vessels on the harbor moorage waitlist, which if moored permanently would generate \$135,000-\$382,000 in new revenue annually.	
f) Perform critical repairs on the city’s bulkhead port wall.	
g) Given the GPIP 2017-2018 construction of a drive-down, powered, floating work ramp with transient moorage, conduct joint GPIP-Docks and Harbors strategic planning to determine where future investments will be in facilities that serve marine commerce and commercial/charter fishing fleets and which assets (if any) can be surplussed and when.	
B. Develop a Marine Center at Gary Paxton Industrial Park to support Sitka’s commercial fishing, charter, and recreational fleets and facilitate local maritime-related repairs and work. <i>Cross reference with Economic Development</i>	
C. Urge Southeast Conference or the Alaska Legislature to undertake a comprehensive survey of transshipment rates to Southeast Alaska’s hub cities (Juneau, Ketchikan, and Sitka), and between villages and hub cities. Identify opportunities to reduce rates (e.g. consolidators, coordination, facility improvements, competition, other).	
D. Investigate whether a Port Authority to manage Sitka’s harbors, airport, the Gary Paxton Industrial Park, the Marine Service Center, and specific municipally owned waterfront parcels would be a more responsive and efficient management structure, or not.	
E. Perhaps funding should distinguish between commercial and residential user rates.	

4. Objective: Maximize use of existing infrastructure before building new.	
A. Revise zoning and subdivision codes to emphasize smaller lot sizes, infill and higher residential densities – particularly in downtown and along The RIDE routes - in order to maximize efficiency of existing road and utility infrastructure. Do this instead of building new roads and utility lines that increase operational and maintenance costs. <i>Cross reference with Land Use Action X</i>	
B. Require new road and utility infrastructure costs be all or partly borne by the developers/users through	

the Local Improvement District process. An exception could be made to subsidize affordable housing development.	
C. Promote a connected road and pedestrian network by requiring rights-of-way to access current or planned streets and trails.	
D. Impact fees as exactions for new development to incentivize infill.	

5. Objective: Adopt and implement a Complete Streets policy, in order to plan, design, construct, and maintain transportation facilities for all users.	
A. Adopt a Complete Streets policy affirming that Sitka streets are used by public transit riders, pedestrians, and bicyclists in addition to vehicles and that design of street improvements will include and accommodate all users.	
B. Recognizing that streets are an important part of Sitka’s public and civic realm, use Context Sensitive Design for street improvements.	
C. When and where appropriate name, co-name, and rename streets in Tlingit.	
D. Continue to systematically implement the 2003 Sitka Nonmotorized Transportation Plan.	
E. Promote safety for non-motorized users by creating routes separate from vehicular roadways wherever possible.	
a) Develop a walking/bike path from Moller Park to Lake Street.	
b) Identify criteria for walking/bike path improvements, such as most-used routes to schools, filling in network gaps, and access to the Cross Trail.	
c) Urge the State of Alaska to develop multi-use pathways on both sides of Halibut Point Road and Sawmill Creek Road, from Katlian Bay to Herring Cove. Separate by curbs or green space whenever feasible.	
d) Support a pedestrian/bicycle underpass at the Indian River Bridge.	
F. Initiate quarterly bicycle and pedestrian counts, using the National Bicycle and Pedestrian Documentation project methodology to assist with planning and prioritizing improvements and strengthen funding requests.	
G. Improve gravel and snow removal on road shoulders, sidewalks, and bike paths to permit safe use by pedestrians and cyclists. Keep painted lines and signage in good repair. One idea is to initiate a neighborhood-city partnership for “Spring Sidewalk Keepers.”	
H. Provide regular education and information about safe bicycling practices for cyclists and motorists. Encourage partnerships to accomplish this.	
I. Update code requirements to ensure safe visibility at intersections.	
J. Install covered bicycle parking at all city buildings and parks.	
K. Revise parking requirements to include bicycle parking spaces as part of required parking equations.	
L. Advocate for the installation of electronic speed limit signs for Halibut Point Road beyond Seamart to reduce speeding.	
M. Annually pursue grants for projects to make transportation infrastructure safer, including but not limited to the Highway Safety Improvement Program.	
N. The City shall develop a program to ensure timely maintenance and repair of all sidewalks, including but not limited to assigning responsibility for maintenance and repair. The City shall also include removing sidewalk obstructions or barriers that might otherwise not comply with Americans with Disabilities Act (ADA)	
O. Bicycle and pedestrian facilities shall be designed and constructed to minimize conflicts between transportation modes.	
P. The City should support bicycle and pedestrian education and safety programs. The City shall establish	

and promote a comprehensive program for the reporting of and responding to bicycle and pedestrian hazards.	
Q. Establishing or maintaining accessways, paths, or trails must be considered prior to vacating any public easement or right-of-way.	
R. Bicycle parking facilities shall be provided at all new multifamily residential, commercial, recreational, and public facilities. The City shall support a bikes transit programs and work to increase the number of bicyclists using transit.	
S. And as alternative to where complete streets policy would not be possible, an alternative design policy that balances the unique nature of Sitka’s roads and topography but also seeks to best meet the complete street policy where feasible.	

6. Objective: Support and promote public transit.	
A. The City and Borough of Sitka will regularly participate in coalition meetings to develop, manage, and fund Sitka’s public transit system. This will ensure that Sitka receives its fair share of public transit operational and capital funding from state and federal agencies.	
B. The City and Borough of Sitka will offer statements of political support, staff expertise, non-financial support, and as feasible financial support, to assist in the operation, maintenance, and expansion of Sitka’s public transit system.	
C. Strive to provide Saturday public transit service and longer weekday hours.	
D. Could all local providers of transit (STA, CFC, Hotels, etc.) work together to meet transportation needs afterhours and on weekends?	
E. Support STA and others on efforts to build a public transit maintenance facility.	

7. Objective: Use “green” development and maintenance techniques to reduce air, noise, and water pollution as well as operational costs.	
A. Maintain Sitka’s Clean Harbors certification.	
B. Where possible design, build, and maintain vegetation and use bio-swales, wetlands, permeable concrete, and similar techniques to reduce stormwater runoff and filter pollutants.	
C. Review minor and major subdivision standards for road and utility construction, weighing initial construction cost against life cycle costs.	
D. Apply these as conditions of approval for projects within planning	

8. Objective: Determine and implement an evidence-based parking strategy.	
A. Conduct a downtown parking inventory and periodic use counts. Use this quantitative data to update parking policies, options, and standards as needed.	
B. Establish maximum, rather than minimum, parking standards for some or all of Sitka’s land uses.	
C. Reduce parking requirements for Accessory Dwelling Units.	
D. Reduce Parking Requirements for areas close to downtown to encourage walkability, denser development, and pedestrian oriented development versus car-centric oriented development.	
E. Study and adopt parking mechanisms that promote and encourage efficient use of existing parking facilities to best meet demand while providing for compact downtown development such as time limits, meters, enforcement, car-pool incentives, business cooperation, etc.	

Other Action Ideas: