



Walk Friendly Communities

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Last updated 06/16/2017

Community Profile

This section is intended to provide applicants with a chance to describe their communities. Having an understanding of the geographic, demographic, and economic make up of the community can help explain the challenges and opportunities that the community faces when planning for walking.

Contact Information

Name of Community:

Mayor or Top Official:

Mayor's Phone:

Community Contact Name:

Position/Employer:

Contact Address:

Address (line 2):

City:

State:

Zip code:

Phone/Fax:

Email:

Web site:

Pedestrian Coordinator & Government Staff

List your official pedestrian coordinator or pedestrian issues contact person on government staff, and identify his/her department.

Contact Person:

Contact Person Dept:

How many hours are spent per year in this capacity?

Is this person also the bicycle coordinator?

Yes No

List all other government staff or contractors whose primary duties are devoted to walkability and pedestrian safety issues:

Do you have a Pedestrian Advisory Committee, Ped/Bike Council or other venue for citizen input?

Yes No

If yes, please provide the name of the Chair and their contact information:

Do you have an independent pedestrian advocacy organization?

Yes No

If yes, please provide the name and contact information:

Has your mayor signed the International Charter for Walking or a similar pledge to improve the conditions for walking in your community?

Yes No

If yes, please provide details:

Community Profile

Population: 8,881 (2010)

Area of municipality: 4,811.5

Population Density: 3.1 people per acre

Park Land: 4,800

Age Distribution: [?]

under 20: 25.7 (2010)

age 20–64: 62.8

age 65–84: 9.9

Over 85: 1.5

Last updated 06/15/2017

Status of Walking

This assessment tool seeks to learn how *much* people are walking and how *safe* they are when they are doing so. Therefore, the outcomes that are most significant for the purposes of this tool are the numbers of walkers and the number of pedestrian crashes. Walk Friendly Communities is looking for communities that have created environments in which many people walk *and* pedestrian crash rates are low, or those communities that are making significant progress towards those ends. These two questions focus on these specific outcomes, while other questions in this survey address what measures are used by communities to facilitate walking and improve safety.

Question 1

According to the 2000 Census, what percentage of residents used the following modes for their commute to work?

Walking: 11.3

Bicycling: 4.9

Public transit: 0.8 (b)

Single-occupant vehicles: Carpool:

Please also provide the latest walking percentage of commuting to work from the 3-year estimates of the American Community Survey:

Walking 2006-2008: Walking 2008-2010: Public transit 2006-2008: Public transit 2008-2010:

If your community conducts its own travel counts, please include a link, attachment or description of those count results:

Web Link:

File Upload:

 No file chosen

Count Results Description:

N/A

NOTE, On walking figures above there were no three-year averages available for our community. We used the 2009-13 five-year average for the first figure and the 2011-15 five-year average for the second figure. The Census figures are from the 2006-10 five-year average from the American Community Survey. Please note our increase in walking share from 11.3 to 15.1 in recent years. Also, our number of walkers is even higher in the summer because of our cruise ship visitors (about 150,000 a year).

Question 2

How many pedestrian/motor vehicle crashes were reported in each of the last five years; and how many of these crashes resulted in injuries and fatalities?

Number of Pedestrian Motor Vehicle Crashes — 2012: Number of Pedestrian Motor Vehicle Crashes — 2011: Number of Pedestrian Motor Vehicle Crashes — 2010: Number of Pedestrian Motor Vehicle Crashes — 2009:

Number of Pedestrian Motor Vehicle Crashes — 2008:

Number of Pedestrian Injuries — 2012:

Number of Pedestrian Injuries — 2011:

Number of Pedestrian Injuries — 2010:

Number of Pedestrian Injuries — 2009:

Number of Pedestrian Injuries — 2008:

Number of Pedestrian Fatalities — 2012:

Number of Pedestrian Fatalities — 2011:

Number of Pedestrian Fatalities — 2010:

Number of Pedestrian Fatalities — 2009:

Number of Pedestrian Fatalities — 2008:

Question 3

What long-term trends in walking volumes and pedestrian/motor vehicle crashes has your community observed?

As fuel prices have gone up, we've seen an increase in local residents walking to work or walking to do errands. We have seen a decline in tourists walking, mainly because the number of cruise ship passengers coming to Sitka each summer has gone down from a peak of about 250,000 in 2007-08 to about 125,000 in 2012. As far as car-pedestrian crashes/conflicts, we have very few in town. We live in a remote island community with only 14-15 miles of road from one end of town to the other, and none of our speed limits is higher than 45 mph (and most in the downtown area are 25 mph). Many Sitka drivers are very courteous to pedestrians, and they will stop to let pedestrians cross the street even at non-intersections. While we haven't had a pedestrian/motor vehicle crash in a couple of years, we have seen a few more close calls as drivers and walkers become engrossed in their cell phones when they should be paying attention to what they are doing. Also, Sitka has the highest rate of bicycle commuting in Alaska (for communities with more than 750 people) with 5.2 percent (2011-15 five-year average, American Community Survey). In addition, Alaska has the highest rate of walking commuters in the country with 8.0 percent, and Sitka's average is 15.1 percent (much higher than the national average of 2.9 percent).

Last updated 06/16/2017

Planning

Pedestrian issues are addressed at many different levels of planning, ranging from neighborhood plans to city, county, state, and federal policies and plans. A comprehensive pedestrian plan should address all five Es (education, encouragement, enforcement, engineering and evaluation) along with public involvement. With thorough planning, a community can become proactive rather than reactive in addressing issues of pedestrian accessibility, safety, and aesthetics. Planning involves soliciting public input, collecting information about current and future conditions, and considering what policies, plans, programs and resources a municipality will require to meet your community's needs.

Question 1

Has your community adopted a pedestrian plan or pedestrian safety action plan?

Yes

Please provide a link or attachment of the plan.

Link to action plan:

Action plan file upload:

No file chosen

What year was the plan adopted:

How does this plan interact with or relate to your other planning documents?

Instead of a Sitka Pedestrian Plan, we have several plans that serve this purpose, including the Sitka Non-Motorized Transportation Plan (2002), the Sitka Trails Plan (2003), the Sitka Comprehensive Plan (2007), the Sitka Safe Routes To School Plan (2008-09) and the Sitka Sustainable Outdoor Recreation Action Plan (2011). All can be found at <http://walksitka.wordpress.com/documents/>. Also, in Sitka we currently are working on the Sitka 2030 Comprehensive Plan, which will have a section on non-motorized transportation, <http://sitkacomprehensiveplan.com/>. The non-transportation planning elements in the Sitka 2030 Comprehensive Plan will supersede those in previous plans. In addition, the Alaska Department of Transportation and Public Facilities recently contracted with DOWL Engineering of Anchorage to rewrite the Alaska Statewide Bicycle and Pedestrian Master Plan for the first time in more than two decades, <http://www.akbikeped.com/>.

We have multiple plans that integrate walking and hiking, and we have tried to make sure the various plans interact with each other to make sure they express similar goals. We chose to create a Sitka Non-Motorized Transportation Plan over a Sitka Pedestrian Plan so we could integrate our planning to include a variety of non-motorized modes of transportation (walking, biking, kayaking, etc.).

What performance indicators or other techniques does your community use to monitor completion?

The community's priorities for pedestrian facilities found in the various local planning documents are ranked in importance. These goals are reviewed annually and are completed as funding becomes available. The Statewide Transportation Infrastructure Program (STIP) funds top-ranked priorities and as projects are completed new projects are added to the STIP needs list.

Does your community's pedestrian plan or other adopted plan or policy establish a target mode share for walking?

Yes No

If so, what is the target walking share?

Does the plan have a safety goal (such as the reduction in pedestrian crashes)?

Yes No

If yes, what is the target crash reduction?

Does the plan include any other benchmarks or performance indicators? If so, please describe:

Sitka already has an extremely low car-walker collision rate, but the plan describes methods to further reduce this number through education, enforcement, and construction of additional pedestrian facilities where none exist. Strides have been made, in particular, about educating pedestrians to be safe and be seen, and bright clothing and lights are used extensively by many Sitka pedestrians due to our dark winters and rainy weather. One of our local hospitals received a grant for high-visibility jackets, which it's distributed to bikers and walkers in Sitka, <https://walksitka.wordpress.com/2016/10/30/sitka-community-hospital-launches-be-bright-at-night-2-0-walking-and-biking-visibility-campaign/>. Sitka also recently passed a no-cellphone-use-while-driving ordinance, <https://www.kcaw.org/2016/04/28/sitka-drivers-told-hands-off-cell-phone/>. As part of the Sitka 2030 Comprehensive Plan process, we recently started doing biker/walker counts at certain intersections around town, <https://walksitka.wordpress.com/2017/05/26/sitka-comprehensive-plan-open-house-on-june-6-includes-training-for-upcoming-bikepedestrian-count/>, and doing walkability assessments, http://www.sitkacomprehensiveplan.com/documents/WalkabilityandWalkingTourAssessmentofLandUse_000.pdf, and updating an SMap program to show where there are infrastructure problems, <http://www.smapapp.com/Community.aspx?CommunityID=2fff8561-4b58-4b3c-b574-73f6dda740aa>

What elements of the plan are complete?

(Indicate what percent of the plan is complete, if possible.)

When we applied for WFC designation in 2013, 35 percent of the Sitka Non-Motorized Transportation Goals were complete and several projects were pending. In addition, 50 percent of the immediate priorities were complete, and 43 percent of the Sitka Trail Plan projects were complete. I don't know what our current percentages are, but we've had several sidewalk, trails, and other projects over the past couple of years, and funding has been granted for Phase 6 of the Sitka Cross Trail (our biggest trail in Sitka), and for extensions on both ends of the Sitka Sea Walk.

How are pedestrian issues captured in other plans (e.g. the comprehensive plan, Transportation Improvement Program, etc.)?

Sitka incorporates pedestrian issues into a variety of plans (see list of plans in Question 1 above). These plans include safety considerations, the building and maintenance of trails and sidewalks, the education of local residents about the health benefits and safety issues associated with walking and hiking, Safe Routes To Schools issues, sustainable outdoor recreation concerns, and more.

QUESTION 2

Has your community adopted an ADA Transition Plan for the public right of way?

Yes

There are state roads in most communities. Has your state DOT adopted an ADA Transition Plan?

Yes

Is the state DOT transition plan being implemented?

Yes No

Explain:

Deficiencies in Sitka's pedestrian and biking infrastructure were assessed as part of the 2002 Sitka Non-Motorized Transportation Plan development. The plan has a separate assessment document identifying the deficiencies for ADA access for all primary transportation routes, including lack of curb cuts and other ADA obstacles. Sitka is considered an ADA-friendly community by individuals with physical limitations and visual impairments. Although the city doesn't have a formal plan, ADA access and transitions have been included in all sidewalk and public building access projects since the 1990 passage of the Americans with Disabilities Act. The majority of city and state sidewalks have accessible curb cuts and recent sidewalks include textured curbside transition plates for the visually impaired. Any new sidewalk projects also will fully comply with ADA requirement. In addition, the Alaska Department of Transportation is conducting an ADA review of its facilities in Southeast Alaska this summer and will update its plan after the review is completed.

Question 3

Has your community adopted a Complete Streets policy or ordinance?

Yes

Question 4

Please briefly describe how public input is used in the municipality's planning process. Mention the role that citizen participation, advisory board review, and/or the municipality's pedestrian/bicycle advisory council play in the process. How do you assure that individuals with disabilities are included in the public input process?

The City and Borough of Sitka has a variety of commissions and boards, such as the Planning Commission and Parks and Recreation Commission, where citizens can provide public input on issues that come up regarding local plans, ordinances and other proposals that will eventually go before the Sitka Assembly. The assembly then allows additional public input before votes are taken. Our assembly also provides a "People to be Heard" section to its regular meetings where local residents can speak to any items not on that meeting's agenda. During any new plan development process, citizens and visitors surveys, public meetings and draft plan reviews by the public and city commissions are completed to gain public input. Plans are then presented to the Sitka Assembly for approval. If you email assembly@cityofsitka.com, you will reach all seven members of the Sitka Assembly.

Provide any relevant links or attachments that indicate the formal and informal public participation and advocacy efforts in your community (i.e., a link to the pedestrian and bicycle advisory board website, if it exists, or documented guidelines for public participation in the planning process).

Website link:

<http://www.codepublishing.com/ak/sitka>

Please briefly describe the role that citizen participation, advisory board review, and/or the municipality's pedestrian/bicycle advisory council play in the process of reviewing ongoing projects and development.

Citizens and commissions provide input during project planning and development. Generally, consultants are hired to do extensive public process with neighbors, identified stakeholder groups and interested members of the public. New projects are reviewed at the 35, 65 and 95-percent levels by city commissions and staff. Ongoing pedestrian projects get regular review by the Sitka Parks and Recreation Commission and the Sitka Planning Commission.

Please briefly describe how you assure that specific populations (like individuals with disabilities or low incomes) are included in the public input process.

While all levels of planning meetings are open to the public, when specific stakeholder groups are identified outreach is made to them to ensure their inclusion in the planning process.

Please briefly describe how your community works with coalitions, advocates, and other departments and agencies to ensure that pedestrians are considered in all projects and documents.

The city has been very responsive to the concerns of various citizen coalitions, advocates and other groups when pedestrian needs are considered for various projects and documents. Sometimes it's more difficult to get the Alaska DOT to be responsive to citizen concerns, but we are starting to make some headway. For example, a couple of years ago the state announced plans to repave Halibut Point Road but the plans didn't include much in the way of pedestrian improvements. Several residents contacted the Alaska DOT, resulting in a community meeting and the redesign of two small bridge replacements to include sidewalks and bike lanes, and some reworking of the repaving plans to include better sidewalks and bike lanes (though a separate project may be needed to get everything we need). In recent months, the Alaska DOT has done a poor job of soliciting input to a much-needed pedestrian/biking infrastructure upgrade to Sawmill Creek Road from the roundabout to Jeff Davis Street, <https://walksitka.wordpress.com/2017/05/11/alaska-dotpf-lists-two-options-for-sawmill-creek-road-bikeped-improvements-project/>, and our local Girl Scout troop had to coordinate a fundraising effort for lighted crosswalk signals at the Halibut Point Road-Peterson Street intersection (a state-maintained road), <https://walksitka.wordpress.com/2016/01/26/sitka-girl-scout-troop-4140-launches-safety-survey-over-halibut-point-road-peterson-street-intersection/>.

NOTE -- better answer to next question below -- Sitka boards and commissions information, <http://www.cityofsitka.com/government/clerk/boards/index.html>. Title 2 of the Sitka General Code also has info about public participation, <http://www.codepublishing.com/ak/sitka.html>.

Participation file upload:

No file chosen

Question 5

Does the city have a policy requiring sidewalks on both sides of arterial streets?

Yes No

On both sides of collector streets?

Yes No

Sidewalk policy link:

N/A

Sidewalk funding and installation: (if applicable, please provide a link or attachment of the relevant ordinance or policy)

Sidewalk funds link:

N/A

Sidewalk funds file upload:

No file chosen

Does the city require sidewalks to be constructed or upgraded with all (or the vast majority of) new private development?

Yes No

Explain:

The only city code ordinance that references sidewalk construction is Chapter 21.40.130, which allows for developments to include more density if they include sidewalks and/or pathways in the subdivision, <http://www.codepublishing.com/AK/sitka.html>. The only other code ordinances that reference sidewalks are in Title 14, which deals with ice and snow removal, signs, and the regulation of obstruction of sidewalks.

Question 6

Has your community established a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements?

Yes

If yes, please provide a link or attachment of the policy or ordinance.

Link to document:

N/A

Document upload:

No file chosen

If yes, please provide information on the coverage area of this policy (e.g. downtown, certain districts, entire city):

N/A (No formal policy, but the only way to provide examples is to answer yes)

If applicable, please describe an example of a project that restored or improved the street grid.

In 2012, the City and Borough of Sitka awarded a construction bid to build the Sitka Sea Walk, which upgraded the pathways from Crescent Harbor to the Sitka National Historical Park. In addition to creating a scenic walk that honors our coastline, this project upgraded a current sidewalk/pathway that forces pedestrians to cross the street twice within a mile. Now the pathway will be totally on one side of the street, the ocean side of the street so residents and tourists can enjoy the views. In 2016, funding and plans were announced for two extensions to the Sitka Sea Walk — one taking the Sea Walk deeper into Sitka National Historical Park, and the other continuing the Sea Walk on the other end so it connects with the lightering facility (where cruise passengers arrive) underneath the O'Connell Bridge. Another example of connectivity is in the Cross Trail, the crown jewel of Sitka's trail system. This trail has been built in segments, and it is reaching the point where Sitka hikers can now go from Starrigavan Recreation Area at one end of town to Indian River Trail about seven miles away without encountering any traffic and providing groomed trails for the entire distance. Our trails plan includes further extensions of Cross Trail to the other end of town, linking it with Thimbleberry Trail and others along the way. The Cross Trail provides increased accessibility and is featured in Sitka's emergency planning documents as a quick way to move equipment from one end of town to the other should Sitka be subjected to a tsunami or earthquake. In 2016, Sitka Trail Works received funding for Phase Six of the Sitka Cross Trail.

Question 7

Do you have a trails plan?

Yes No

How many miles of trails (paved/hard surface/natural) currently exist in your community?

52-plus

How many miles of trails are included in your current planning documents?

109.1

Please describe destinations (schools, shopping, offices, etc.) that are accessible by trail in your community:

The Cross Trail is a 10-foot-wide, 7-mile multimodal pathway with less than a 12-percent grade that provides Sitka walkers and bikers with an alternative to Sitka's roadways. It provides a traffic-free trail for walkers and bikers that connects much of Sitka, including Keet Gooshi Heen Elementary School, Sitka High School, housing in Indian River, and other destinations. The Cross Trail also is featured in Sitka's emergency planning documents as a way to move disaster equipment around town if our roads are blocked or destroyed by earthquake or tsunami. Sitka Trail Works is the nonprofit organization that coordinates many of the trails in Sitka (in partnership with the Sitka National Historical Park, Tongass National Forest and other organizations), and here is info about the various trails in the system, <http://sitkatrailworks.org/trail-information/>.

Please provide a link or attachment of relevant plan, if available.

Link to document:

<http://walksitka.wordpress.com/docume>

Trail plan document upload:

No file chosen

Is it routine policy to build trails and paths with all new and major re-developments?

Yes No

Is it required through zoning regulations?

Yes No

Are incentives provided to encourage trail construction?

Yes No

If so please provide a link or attachment of the policy or ordinance.

Link to trail incentive:

N/A

Incentive file upload:

No file chosen

Question 8

Is your community served by public transportation?

Yes

If yes, please list the agencies and whether they are city, regional, or both.

In Sitka, our bus system is coordinated by the nonprofit Center for Community, with the RIDE fixed-route blue buses operated by Sitka Tribe of Alaska and the Care-A-Van paratransit white buses (for seniors and disabled) operated by Catholic Social Services. You can find out more about public transit and paratransit service at <http://ridesitka.com>. In addition, we have the Alaska Marine Highway System (state ferry) that connects Sitka to other communities in the region. We are on a remote island, so there is no regional transportation system other than the state ferry or Alaska Airlines. Here is more info about the RIDE and its unique partnership, <http://www.ctaa.org/webmodules/webarticles/articlefiles/ct/spring04/spring-38-41.pdf>.

Please provide the following performance indicators and details to indicate how well your community is served by public transportation.

Percent of population living within a quarter mile of a bus stop or 1/2 mile of a rail station:

95

Hours of operation for transit service:

Weekday:

Saturday:

Sunday:

Average off-peak headway on bus routes:

Average peak period bus headway

Average off-peak headway on train routes:

Average peak period headway on train routes:

Percent of bus stops that are wheelchair accessible:

What route planning and trip information is provided for transit passengers (e.g. real-time arrival information, online trip planning, etc.)?

Each bus stop has signage with bus schedules and maps, there are printed schedules and maps available at many locations around town. Bus schedules, fares, and other information about the RIDE can be found at <http://ridesitka.com>.

NOTE: There are three bus routes in town — two run hourly (Red Line goes out Halibut Point Road to the ferry terminal, and Blue Line goes out Sawmill Creek Road to the Gary Paxton Industrial Park), and the other one (Green Line, which runs to Japonski Island and to housing on Indian River Road) runs on the half hour from first run to last run. All three buses meet on the 45 minutes past the hour at Crescent Harbor, with Green Line also hitting Crescent Harbor on the 15 minutes after the hour.

Please describe your transit stop improvement process including information on bus stop location guidance and the use of safety and accessibility audits, crash data, and boarding/alighting data.

When Halibut Point Road was repaved in 2013, there was some bus stop relocation. Currently the RIDE buses stop at all marked stops, but there are some large gaps between stops that make it difficult for walkers, in particular elders or shoppers who might be carrying a load of groceries. When HPR is repaved, there will be more stops and buses will not stop if there is nobody there or a passenger doesn't pull the cord to alert the driver. In 2009, a consulting company worked with the RIDE to come up with a proposal for a transit facility, though this facility has yet to be built, <http://www.lscstahoe.com/Sitka%20Facility%20Draft%20Report.pdf>. The facility has been funded through the Alaska DOT's Statewide Transportation Improvement Program, but construction has not started yet, <http://dot.alaska.gov/stwdplng/cip/stip/index.shtml>

Question 9

Which of the following approaches does your community use when planning for parking? Please provide a link or attachment of relevant ordinance or policy and describe when and where these strategies are

used. (check all that apply)

- Maximum parking standards or absence of minimum parking standard

- Parking location requirements (i.e., parking below, beside, or behind a building; allowing on-street parking to meet minimum parking requirements)

Link to location requirements:

<http://www.codepublishing.com/ak/sitka>

File upload:

No file chosen

Description of requirements (including when and where these are used):

For dwellings, parking facilities must be on the same lot as the building. For churches, hospitals, large group homes, institutions, rooming and lodging houses, nursing and convalescent homes, community clubs, and club rooms parking shall not be more than 150 feet from facility. For other uses, parking facilities shall not be located farther than 300 feet from the facility.

- Surface lot size and design requirements, including pedestrian and vehicle separation, locating lots to the side or behind businesses, alternative use of parking lot, landscaping, etc.

Link to size/design requirements:

<http://www.codepublishing.com/ak/sitka>

File upload:

No file chosen

Description of requirements (including when and where these are used):

Code requires the number of spaces for the particular use and size of spaces. There are no other applicable standards, such as mandatory separation between parking and pedestrian uses.

- Shared parking allowances

Definition: Shared parking lots can reduce the total number of parking spaces needed in a particular area by coordinating peak parking demand times between different buildings and different uses. For instance, an office building might be able to share a parking lot with a restaurant that operates only in the evenings, as the former would use the lot during the day and the latter would use it at night.

Link to allowances:

File upload:

Choose File No file chosen

Description of allowances (including when and where these are used):

No allowances, however mixed use and joint use may be approved by an administrator.

 Priced public parking Parking cashout incentives*Definition: Parking cashout is a financial incentive in which employees who do not drive and park at work receive a subsidy that approximates the cost employers bear to provide free parking to employees.* Remote parking and/or park and ride Other (please describe)

Link to other approach:

<http://www.codepublishing.com/ak/sitka>

File upload:

Choose File No file chosen

Description of other approach (including when and where these are used):

We have five city-owned harbors within a mile of our downtown core (we are a fishing community), and each of the harbors has longer-term parking so fishing crews can leave their vehicles parked while they are at sea. Some harbors have three-day parking limits, while a couple of harbors have 10-day limits for certain sections.

Question 10

Approximately what percentage of development in the last five years has been infill?

50

How many LEED-ND projects have been developed (or are pre-qualified) in your community (just LEED for Neighborhood Development not all LEED designations)?

1

What measures does your community use to encourage dense, mixed-use development? (check all that apply) Secondary or accessory dwelling units are permitted*Definition: These units are self-contained apartments on an owner occupied single-family lots.*

Link to measure:

File upload: No file chosen

Description of measure (including where it is permitted):

This measure just passed the assembly and will help with affordable housing options in our town.
Exact link not yet available, eventually it will be here, <http://www.codepublishing.com/ak/sitka.html>.

Retail/commercial uses are required on the ground floor of residential buildings in mixed use corridors or districts

Density bonuses to developers are provided for providing amenities that enhance walkability and livability

Definition: Density bonuses are used by local governments to allow a developer to build at a higher density than zoning permits in exchange for providing affordable residences or walk-friendly amenities.

Form-based or design-based codes are used

Definition: These codes are an alternative to conventional zoning that can be used to ensure a walk friendly environment by regulating the form, scale and massing of buildings rather than the use. They are typically presented with both diagrams and words.

Neighborhood school siting policies

What other incentives are provided for infill developments? (please describe):

Some reduced setbacks are permissible on small/unusual lots.

Please describe the planning efforts in your community to preserve and strengthen your urban structure. Examples could include revitalization efforts of your downtown and other historic areas or infill and intensification efforts in centers, nodes, districts, and along corridors.

The Sitka Assembly appoints the Sitka Historic Preservation Commission to review potential impacts to heritage resources, national historical landmarks and Alaska heritage sites in the downtown Sitka townsite. In addition, the Revitalize Sitka group is developing three historic district plans — for a downtown business district, a mission district between downtown and Sitka National Historical Park, and a cultural district for the area along Katlian Street known in historical documents as the Sitka Indian Ranch.

Question 11

In the following fields, please select and briefly describe any urban design features or pedestrian amenities that your community uses or requires to create a comfortable and attractive walking environment.

Lighting:

Since winters are dark in Sitka, we have streetlights along most of our roads. The lights are decorative in our downtown core area.

Trees and plantings:

We have a few trees along Lincoln Street, above Crescent Harbor, and there are a few places downtown where we have plantings and other landscaping (we also are in the middle of the Tongass National Forest). Recently one of our Sitka Health Summit projects was to plant a bunch of apple, crabapple and cherry trees around town and those trees are just starting to reach the age where they will provide fruit. The city government also has a Tree and Landscape Committee that is coordinated by director of the Department of Parks and Recreation.

Street furniture:

We have several benches along Lincoln Street, our main street downtown. We also have a statue of Alexander Andreyevich Baranov (the Imperial Russian Navy captain Baranof Island is named for) and a Tlingit war canoe downtown in front of Harrigan Centennial Hall (our local convention center).

Community identifiers (e.g. gateways, banners, public art):

Over the past couple of years, the Revitalize Sitka group replaced many of the banners that hang on downtown lightpoles with new ones that feature iconic scenes from Sitka (humpback whales, brown bears, St. Michael's Russian Orthodox Cathedral, Mount Edgecumbe volcano, bald eagles, ravens, etc.). There now are more than 20 banners posted, and this year we added two new banners honoring the sesquicentennial (the transfer of Alaska from Russia to the U.S. took place on Oct. 18, 1867) and another banner that has a Russian scene on one side and a Tlingit scene on the other. Most of the banners have hanging planters mounted below them. During the winter, Revitalize Sitka replaces the banners with lighted snowflakes. We also have a couple of new murals downtown, including a large one with a fishing scene painted on the side of the Market Center grocery store and another painted on the side of one of the dorms at Mount Edgecumbe High School (a statewide boarding school for students from Alaska's smaller communities looking to get a higher powered education than they can get in their home villages).

Other features and amenities (e.g. facade design requirements, public restrooms, pavement design):

Since we live in a rain forest, most of our downtown buildings feature awnings to help keep people dry as they walk and shop. We also receive between 100,000 to 250,000 cruise ship passengers during the summer, plus many fishermen living on their boats in the city-owned harbors, so we have several public restrooms in the downtown area.

Please provide a link or attachment of the ordinance or policy that addresses these features.

Link:

<http://www.codepublishing.com/ak/sitka>

File Upload:

No file chosen

Question 12

Please briefly describe any other planning policies related to promoting or enhancing walking in your community.

In addition to the Sitka Non-Motorized Transportation Plan (2002) and Sitka Trails Plan (2003), other planning documents promoting walking include the Sitka Comprehensive Plan (2007), the Sitka Safe Routes To School Plan (2008-09), and the Sitka Sustainable Outdoor Recreation Action Plan (2011). All can be found at <http://walksitka.wordpress.com/documents/>. Later this summer we expect to have new downtown wayfinding signs that will feature walking times to key destinations, which should promote walking, <https://walksitka.wordpress.com/2017/06/15/new-downtown-wayfinding-signs-coming-to-sitka-in-late-summer-or-early-fall/>.

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Education & Encouragement

Education and encouragement are primary components in creating a successful walk friendly community. This section seeks information about the programs, policies and strategies your community uses to inform, inspire, motivate or reward walkers and other users of the public right of way. It also asks the question "Do your efforts result in a safe walking environment?" Effective pedestrian safety education begins at an early age, is age-specific, and continues through the years across all modes (i.e., motorists educated about pedestrian safety contribute to a safer, more pleasant walking environment for pedestrians; this environment enables and encourages more people to walk).

Encouragement programs can be fun and inclusive in seeking to establish good habits or change unhealthy or unsafe habits. The education and encouragement strategies listed below are common to many walkable communities. If your community uses other strategies to educate the public and encourage walking, please describe them as well.

Question 1

Please describe any Safe Routes to School (SRTS) programming being implemented in your community in the space provided below.

Check any of the following activities that are part of your SRTS programs and include information about the nature, scope, and results of these activities (as well as any others not listed below) in your description.

- Walk to School Day/Week

Definition: Walk to School Day is an international event that takes place annually in October. Schools from all over the country plan special activities to encourage students to walk to school. This special event can be a great way to start a Safe Routes to School program.

Description:

We have not had a district-wide event for International Walk To School Day since about 2009. October tends to be when our weather turns inclement, with occasional gale-force winds, heavy rain, hail, etc. We are trying to rekindle events for Walk To School Day, which is part of our Safe Routes To School plan, though we may change the dates to when we have better weather.

Walking Wednesdays or other walking events

Definition: Some schools and communities promote walking to school by having regular Walking Wednesday events in which parents, teachers, and students may meet up near the school campus and walk to school together.

Description:

Keet Gooshi Heen Elementary School (grades 2-5) has a Wednesday Walkers program led by parents and teachers. The program received a Sitka Health Summit community wellness champion award for physical activity in 2009.

Walkability audits or SRTS maps

Definition: By auditing and assessing walking routes and creating maps indicating the safest routes to school, communities can help educate students and families about the best routes to take.

Description:

In 2008-09, the City and Borough of Sitka – with several community groups such as the SouthEast Alaska Regional Health Consortium (SEARHC), the Steps to a Healthier SE Alaska program, Sitka School District, etc. – commissioned a Safe Routes To School plan, which can be found at <http://walksitka.wordpress.com/documents/>. In 2009, we received a \$5,000 grant from the state Safe Routes To School program to hire a coordinator (teacher Chris Bryner) to start implementing parts of the plan. Unfortunately, the grant ended and due to tight budgets we have not completed as much of the plan as we'd hoped. We currently do not have a coordinator for the plan, and the plan now is with the Sitka Department of Parks and Recreation.

Walking School Bus

Definition: From saferoutesinfo.org : A group of children that walk or bicycle to school together accompanied by one or more adults.

Student safety patrol

Definition: From saferoutesinfo.org: Student safety patrols enhance enforcement of drop-off and pick-up procedures at school by increasing safety for students and traffic flow efficiency for parents. Such efforts allow students to participate in promoting traffic safety where they learn skills they can use in their everyday lives.

Tracking system to count the number of children walking to school

Other (please describe)

Description:

In February 2013, volunteers from the Sitka Conservation Society and Sitka Community Schools rebuilt a bridge over Cutthroat Creek, behind Keet Gooshi Heen Elementary School (Grades 2-5), so the students could have safer access to the creek to do science projects. <http://sitkawild.org/2013/02/a-better-safer-bridge-for-young-scientists/>. In 2013, the Sitka School District started a healthy lifestyles program that included a walking and biking focus, but the coordinator developed terminal brain cancer and passed away in 2015. He hasn't been replaced. Health educators from Sitka Community Hospital and the SouthEast Alaska Regional Health Consortium (our local tribal health organization) do provide some injury prevention training in the local schools.

Please estimate the number of schools in your communities that participate in the following:

Ongoing SRTS program:

Special walk to school events only:

No walk to school or SRTS activities:

Total number of elementary and middle schools in your community:

Please provide the following information for the Safe Routes to School contact person in your community:

Contact Person and Title:

Michael Colliver, Buildings, Grounds, and Parks Supervisor

Contact Person Department:

City and Borough of Sitka Department of Parks and Recreation

How many hours are spent per year in this capacity?

10-40

Please describe your most recent Safe Routes to School grants:

In 2008-09, the City and Borough of Sitka – with several community groups such as the SouthEast Alaska Regional Health Consortium (SEARHC), the Steps to a Healthier SE Alaska program, Sitka School District, etc. – commissioned a Safe Routes To School plan, which can be found at <http://walksitka.wordpress.com/documents/>. In 2009, we received a \$5,000 grant from the state Safe Routes To School program to hire a coordinator (teacher Chris Bryner) to start implementing parts of the plan. Unfortunately, the grant ended and due to tight budgets we have not completed as much of the plan as we'd hoped. We currently do not have a coordinator for the plan, and the plan now is with the Sitka Department of Parks and Recreation.

QUESTION 2

Please describe any education and training programs related to pedestrian education, safety, or design for staff in your municipality. Please include in this description the nature, frequency, scope, number of attendees, and results of these programs.

Engineering:

In 2007, a Complete Streets training was held that was attended by members of the Sitka Public Works staff, Sitka Parks and Recreation director, Sitka Trail Works board member/US Forest Service planner, and state Transportation maintenance supervisor for Sitka.

Planning:

As part of its discussion of the Sitka 2030 Comprehensive Plan, the Sitka Planning Commission has discussed the idea of having a Complete Streets policy in Sitka. But so far no policy has been submitted to the Sitka Assembly for approval.

Law enforcement:

The Sitka Police Department has a traffic safety officer who undergoes training and then provides pedestrian safety training to students, teachers and school officials, and to other local groups.

School staff:

See above.

Public officials:

See above.

Other:

Sitka Community Hospital and SouthEast Alaska Regional Health Consortium (SEARHC) employees frequently attend various webinars dealing with injury prevention, Safe Routes To School, the health benefits of walking programs, etc.

Question 3

Please check and briefly describe any education or encouragement campaigns that are implemented in your community regarding the following topics. Include information about the target audience, techniques used (e.g., posters, workshops, etc.), frequency, scope, and results of the programs. Please mention what measures your community has taken to make sure that education and encouragement campaigns are inclusive of all populations. Also mention your community partnerships (such as Public Health & Planning partnerships) that collaborate on these efforts. Provide any relevant links and attachments to help illustrate these descriptions, if available.

- Public service announcements to encourage safe walking and driving

Link to relevant material:

<https://soundcloud.com/charles-bingham>

Description:

We already have a short reader PSA about the Park Prescriptions program, where local health providers write prescriptions to their patients to take a hike or two in Sitka National Historical Park. Our plans include to have PSAs about wearing bright clothes and reflective items, the health benefits of walking, the environmental benefits of walking, the importance of sharing the road, etc.

We are developing several 30-second radio PSAs about safe walking and driving that will be similar to the PSAs we produced for our local cycling community, <https://soundcloud.com/charles-bingham>. We hope to start airing them this summer.

Public health campaigns related to walking

Link to relevant material:

<http://walksitka.wordpress.com/>

Description:

In recent months the SEARHC WISEWOMAN Women's Health Program and Sitka Public Health Nurses have launched a Wednesday noon hike program at the Sitka National Historical Park,; the Southeast Alaska Independent Living (SAIL) program launched a senior hiking club with monthly hikes for seniors; the Sitka National Historical Park and local health providers launched the Park Prescriptions program where health providers prescribe hikes in the park to their patients; and various other groups host walks for cancer awareness, domestic violence awareness, suicide prevention awareness and other health concerns.

Wednesday hikes, <https://walksitka.wordpress.com/2013/03/25/searchc-wisewoman-womens-health-program-teams-up-with-sitka-public-health-nurses-to-host-weekly-walks-in-the-park/>; Senior Hiking Club, <https://walksitka.wordpress.com/2013/05/07/sail-senior-hiking-club-sets-may-hike-for-the-morning-of-wednesday-may-8/>; Park Prescriptions, <https://walksitka.wordpress.com/2013/02/10/park-prescriptions-helps-people-get-healthy-through-walks-in-the-park/>; high visibility, <https://walksitka.wordpress.com/2016/10/30/sitka-community-hospital-launches-be-bright-at-night-2-0-walking-and-biking-visibility-campaign/>; and others, <https://walksitka.wordpress.com/> . In late Summer 2017, Sitka Community Hospital plans to host a biking and walking commuter challenge.

Walk to work events

Link to relevant material:

<https://walksitka.wordpress.com/2013/0>

Description:

While we didn't host an organized community walk to work event, information was made available about National Walking Day and some local businesses host their own walk to work days.

- Other (please describe):

Link to relevant material:

<http://walksitka.wordpress.com/>

Description:

In 2013, the English as a Second Language tutor at the University of Alaska Southeast Sitka Campus started hosting weekly hikes to help ESL students learn English outside of the normal classroom setting (he no longer is with UAS, so the program ended), <http://walksitka.wordpress.com/2013/05/30/uas-sitka-campus-hosts-friday-walks-for-english-as-a-second-language-students/>.

Also, in 2013, as part of the Revitalize sitka project we hosted a few Open Streets days where part of our downtown is closed off to cars on heavy cruise ship visitor days. There were to be four Wednesday Open Streets events in downtown Sitka on June 12, 19, 26 and July 3, 2013, but some downtown merchants complained and only a couple were held, <http://walksitka.wordpress.com/2013/06/13/sitka-gives-open-streets-a-try-as-part-of-sitka-downtown-revitalization-project/> We frequently close streets off downtown for events such as parades/marches (<https://walksitka.wordpress.com/2017/03/08/eighth-annual-choose-respect-march-to-take-place-on-thursday-march-23/>), the End-Of-Season Celebration/Running of the Boots event (<https://walksitka.wordpress.com/2016/09/21/1471/>), the March For Women (<https://walksitka.wordpress.com/2017/01/22/hundreds-of-people-go-for-a-group-walk-during-the-womens-march-on-sitka/>), the March for Science (<https://walksitka.wordpress.com/2017/04/27/scenes-from-the-16th-annual-parade-of-the-species-through-downtown-sitka/>), art walks (<https://walksitka.wordpress.com/2015/02/24/greater-sitka-arts-council-posts-list-of-participants-in-anti-gras-gallery-walk-set-for-friday-march-13/>), health walks (<https://walksitka.wordpress.com/2017/06/15/sitka-cancer-survivors-society-to-host-celebration-walk-at-path-of-hope-park/>), etc.

Question 4

Please check and briefly describe any walking tours, guides, or maps that are available (on-line or printed) in your community. If available, please provide a link, attachment, or pictures of wayfinding devices and/or plans, maps, or brochures for these walking tours.

- Walking maps (e.g., neighborhood maps, school route maps, city-wide maps, trails and greenways, etc.)

Link to relevant material:

<http://walksitka.wordpress.com/>

Description:

We are a tourist town, so we have a variety of walking maps, trail maps, wayfinding and route signs in Sitka. Map links can be found under the Sitka Walking Links header in the right column of <http://walksitka.wordpress.com/>

- Wayfinding and route signs for pedestrians

Link to relevant material:

Description:

Since we're a tourist town, we have several wayfinding signs around downtown to help people find their way to local attractions and back to the cruise ship docks. We have several major construction projects in Sitka scheduled this summer (including the Sitka Sea Walk and road/pedestrian access improvements along our two major roads through town), and the Sitka Convention and Visitors Bureau (now-called Visit Sitka) and the city are working on a new series of wayfinding signs to post once the construction projects are done, <https://walksitka.wordpress.com/2017/06/15/new-downtown-wayfinding-signs-coming-to-sitka-in-late-summer-or-early-fall/>

Question 5

Please briefly describe any ciclovía/Sunday Parkways/open streets or similar events in your community. Include information about the target audience, nature, frequency, scope, and results of these events. Provide any relevant links and attachments, if available.

We occasionally close off downtown streets for sidewalk sales, community parades, and events such as the End of Season Celebration in September (when we host the Running of the Boots costume race and have a big community party to celebrate the end of the tourist season).

Question 6

Please briefly describe any other education or encouragement programs affecting walking in your community.

In recent months the SEARHC WISEWOMAN Women's Health Program and Sitka Public Health Nurses have launched a weekly Wednesday noon Walks In The Park program at the Sitka National Historical Park. The Sitka National Historical Park also has teamed up with local health providers to create a Parks Prescriptions program where health providers write prescriptions for people to take regular walks/hikes at the park. The Southeast Alaska Independent Living (SAIL) program in Sitka now has a Senior Hiking Club for residents age 60 and older. The Sitka Trail Works non-profit group has worked with local, state and federal agencies to expand our trail system so it now includes more than 50 miles of groomed hiking trails of varying degrees of difficulty. We are working with local radio stations to develop a series of PSAs promoting walking and walking safety, such as wearing high visibility clothing and reflective items during our darker months.

Last updated 06/16/2017

Engineering

Designing, engineering, operating, and maintaining quality roadways and pedestrian facilities is a critical element in producing a Walk Friendly Community. Designers and engineers have a diverse array of design elements and ever-developing technologies at their disposal that provide a safer, inviting, and

more accessible street for pedestrians. These benefits aren't limited to pedestrians. By accommodating pedestrians in all roadway designs, roads become safer for all users. Therefore, it should be essential that pedestrian engineering and design tools are used throughout your community, including sidewalk accommodations and standards, crossings and intersections, traffic calming, trail design, and newer, innovative treatments.

Question 1

Which of the following standards, if any, are included in your municipality's sidewalk design specifications? Please provide a link or attachment of the municipality's sidewalk design standard specifications.

- Sidewalks at least 5' wide in residential areas, 10' – 30' in commercial zones
- Required buffer zone between sidewalk and street
- Level and continuous sidewalks at driveways so that driveways do not look like roadways

Sidewalk design link:

Sidewalk design file upload:

No file chosen

Question 2

Estimate the percent of arterial and non-arterial streets that have sidewalks on both sides of the road, one side of the road, or have paved shoulders (minimum of 4 ft) in your community.

Sidewalks on both sides — Arterials:

Sidewalks on both sides — Non-Arterials:

Sidewalks on one side - Arterials:

Sidewalks on one side - Non-Arterials:

Paved shoulders \geq 4' — Arterials:

Paved shoulders \geq 4' — Non-Arterials:

Please enter the following information about your road network:

What is the mileage of your total road network?

How many miles of sidewalks are in your pedestrian master plan?

How many miles of new sidewalk did you construct last year?

How many miles of new sidewalk did you construct in the last three years?

How many miles of new sidewalk do you plan to construct in the next three years?

Question 3

Describe the following inventories and update processes for your community.

Sidewalk inventory:

In 2013, the State of Alaska has a sidewalk inventory showing 11.7 miles of sidewalks on state roads in Sitka. Note, I do not have a current inventory showing recent construction, but over the past 3-4 years the city has built new sidewalks as part of repaving projects after sewage/water utility upgrades along Hollywood Drive, Monastery Street, Baranof Street, New Archangel Street, Jeff Davis Street, and added a multi-use path on Edgumbe Drive. In recent years, the Alaska DOT added sidewalks and multi-use paths along Halibut Point Road and Sawmill Creek Road (our two main streets)

Curb ramp inventory:

Please describe your community's sidewalk retrofit policy to fill gaps, repair sidewalks, and provide new sidewalks as needed.

The Alaska Department of Transportation and Public Facilities assesses and updates sidewalks and curb ramps as it has projects. Almost all state roads and pedestrian facilities in Sitka should have upgraded facilities as we have had multiple projects in recent years. The last remaining section is on Sawmill Creek Road from the roundabout to Jeff Davis Street, which will be resurfaced this summer and ADA-compliant curb ramps will be installed. The DOT does not line item sidewalk maintenance, but the total maintenance for all highways and associated infrastructure in FFFY 2012 was \$1,339,324. The city has a road system master planning document,
<http://www.cityofsitka.com/government/departments/publicworks/documents/RoadMasterPlanStrategies.pdf>.
 The city also has a public works project update that includes some road/sidewalk projects,
<http://www.cityofsitka.com/government/departments/publicworks/documents/Assemblyupdate4.1.2017.pdf>

What is the annual line item for sidewalk maintenance in your community's budget?

Estimate the percent of intersections that have ADA accessible ramps on all four corners.

Estimate the percent of sidewalks that need to be repaired or replaced.

Does your community have a program to install curb ramps? YesHow many ramps are installed per year? How many ramp installations are planned for next year? **Does your community have a program to repair and replace broken sidewalks?** YesHow many locations (or linear feet) were fixed last year? How many repairs are planned for next year? **Is there a method for residents to report missing or broken sidewalks and curb ramps?** Yes

Please explain the report process (e.g., on-line complaint form):

For state roads, people can call or e-mail the Department of Transportation maintenance office to let them know when state roads, sidewalks and street lights need repair. For city roads, people can contact the city Department of Public Works about maintenance needs, or they can report issues online at <http://www.cityofsitka.com/government/departments/publicworks/NewCitizenWebRequestForm.html>.

Question 4**Please indicate the number of bridges or overpasses in your community and how many of those provide for pedestrians through shoulders, sidewalks, or multiuse paths.**Number of Bridges (excluding freeways): Number of Bridges with pedestrian provisions on at least one side: Number of Pedestrian overpasses (or bridges): Number of Pedestrian underpasses:

Identify the last three bridges built (or major reconstruction) in your community, and do the bridges provide pedestrian provisions on at least one side?

Bridge Number 1

Indian River Bridge has barrier-protected bike lane and sidewalk on one side

Bridge Number 2

O'Connell Bridge has raised sidewalk on one side that was widened a few years ago (this is our busiest bridge as far as pedestrian traffic)

Bridge Number 3

In 2014, the state replaced the Granite Creek and No Name Creek bridges on Halibut Point Road (both were more than 50 years old), and the new bridges now have sidewalks and bike lanes. These are our two smallest bridges.

Identify bridges currently under design. Do the bridges provide pedestrian provisions on at least one side?

The Sitka National Historical Park is currently replacing the Indian River Pedestrian Bridge this summer, <https://walksitka.wordpress.com/2017/05/03/indian-river-pedestrian-bridge-to-close-on-may-8-through-mid-august-for-construction-project/>. This is a pedestrian-only bridge on a popular trail system with heavy foot traffic. The Alaska DOT is in the design process to pave the old Nelson Logging Road, and none of the bridges currently have pedestrian facilities (but this isn't a highly trafficked area right now).

Question 5

Does your community maintain a pedestrian signalling system?

Yes

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at signalized intersections. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

We only have two stop lights in town, and both have push-button signaling on all four corners. We recently installed a rectangular rapid flashing beacon (RRFB) at the Halibut Point Road-Peterson Street intersection, which was the site of a couple of car-bike collisions and is near three schools and our McDonald's. Two RRFBs also were put on Edgecumbe Drive at the intersections with Kashevaroff Street and Kostrometinoff Street (near Keet Gooshi Heen Elementary School). We are looking to get another RRFB at the Sawmill Creek Road-Baranof Street intersection by Baranof Elementary School.

Link to policy or ordinance:

[http://www.cityofsitka.com/government,](http://www.cityofsitka.com/government)

Upload policy or ordinance:

No file chosen

Do you provide pedestrian recall (pedestrians receiving a walk signal during every phase without using a push button) in high pedestrian corridors?

Yes No

If yes, when and where?

N/A

Please describe any passive pedestrian detection (e.g. video, microwave) in your community.

N/A

Approximately what percentage of intersections have accessible pedestrians signals with audible walk indications?

0

Approximately what percentage of intersections have pushbutton-integrated accessible pedestrians signals with audible and vibrotactile indications?

0

What is the average walk speed used to determine signal timing?

3.5

Do you use right-turn-on-red restrictions? If yes, when and where?

N/A

Do you use Leading Pedestrian Intervals? If yes, when and where?

The Alaska DOT is considering implementing it at a couple of locations.

What is your maximum cycle length in your downtown?

120 seconds

What is your maximum cycle length in your community?

120 seconds

What speed is traffic progress for in downtown?

25 mph, usually, if not slower

What is the longest pedestrian crossing that you have?

Two lanes

What is the policy on displaying Walk signals (e.g. > 12 seconds or 25% of cycle length)?

7 seconds

What percentage of intersections have countdown signals?

100

Question 6

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at crosswalks. In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

None other than crosswalks at non-arterial intersections.

Link to policy or ordinance:

N/A

Upload policy or ordinance:

No file chosen

How are marked crosswalk locations selected?

The Alaska DOT usually determines through vehicle and pedestrian counts, as well as historical accident rates and distances between major intersections.

What is your standard crosswalk marking type (e.g., parallel lines, ladder style, high visibility, etc.)?

State policy is for parallel lines at stop-c

Please describe your crosswalk inventory and update process:

N/A

Are crosswalk markings regularly maintained?

Yes No

Describe:

Painters come through town each year to replace lines worn down by snowplows. In 2016, a contractor dug out shallow channels for the paint so the paint now is below the road surface and it isn't scraped off by plows as easily as before.

Are in-road stop/yield signs used?

How are these locations selected?

N/A, but most drivers do stop or yield for pedestrians even at non-intersections

Are advance stop/yield lines placed at multilane uncontrolled marked crosswalks in order to reduce multiple threat crashes?

Yes No

Describe:

N/A

Are there other pedestrian safety practices being used at crosswalks?

Crosswalk is lit at Blatchley Middle School. Overhead beacon at intersection of Indian River Road and Sawmill Creek Road.

Are pedestrian hybrid beacons and rectangular rapid flash beacons used? Please describe when and where (e.g. in close proximity to schools, bus stops, trail crossings, etc.):

We recently installed a rectangular rapid flashing beacon (RRFB) at the Halibut Point Road-Peterson Street intersection, which was the site of a couple of car-bike collisions and is near three schools and our McDonald's. Two RRFBs also were put on Edgecumbe Drive at the intersections with Kashevaroff Street and Kostrometinoff Street (near Keet Gooshi Heen Elementary School). We are looking to get another RRFB at the Sawmill Creek Road-Baranof Street intersection by Baranof Elementary School.

Question 7

Does your community design and build its own roadways?

Yes

What geometric features are being used to ensure or improve pedestrian access, safety and convenience? In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available.

Are median crossing/refuge islands used? Is there a standard or typical roadway that these are used on? How many have been installed in the last three years (on new roadways or retrofits)? Are any more planned?

Link to island policy:

<http://www.codepublishing.com/ak/sitka>

Description:

No, most city streets are smaller streets in residential areas. Our major streets (Halibut Point Road, Sawmill Creek Road, Harbor Drive) are state roads.

Do you routinely install curb extensions? How many have been installed in the last three years? Are any more planned?

Link to curb extension policy:

<http://www.codepublishing.com/ak/sitka>

Description:

N/A

What is the standard curb radius (10',15',20',25',30',35') for local, collector, and arterial streets?

Link to curb radius policy:

<http://www.codepublishing.com/ak/sitka>

Description:

N/A

What other geometric design features are implemented for pedestrian safety?

Link to other design features:

<http://www.codepublishing.com/ak/sitka>

Description:

N/A

Has your community taken initiatives to increase safety for people crossing the street at bus stops that are not located at signalized intersections?

Link to bus stop policy:

<http://www.codepublishing.com/ak/sitka>

Description:

N/A

Please describe your community's use of multi-modal level of service in the 2010 Highway Capacity Manual. Please include information on standards, goals, and the hierarchy of pedestrian/transit/bicycle/vehicular LOS used to evaluate and design streets and intersections in your community.

N/A

Question 8

Please briefly describe your community's traffic calming practices and/or policies and cite any relevant examples. Traffic calming practices may include road diets, lane diets (reduction in lane width) or streets with a pedestrian focus. Provide any relevant links or attachments, if available.

Description of practices:

N/A, most of our streets are naturally traffic calmed due to low speed limits. The highest speed limit in town is 45 mph, and that's away from the downtown area. Most downtown speeds are 25-35 mph. In recent years, road reconstruction projects (after sewer/water line upgrades) involved narrowing driving lanes on widening sidewalks on Edgumbe Drive, Hollywood Drive, Monastery Street, Baranof Street, New Archangel Street, and Jeff Davis Street. Our preferred proposal for the Alaska DOT's planned upgrade to Sawmill Creek Road

from the roundabout to Jeff Davis Street features wider sidewalks (with traffic poles moved out of the way) and narrower driving lanes.

Link to calming practices document:

N/A

Please describe any recent road diets:

See above

Please describe your traffic calming methods including typical treatments and site selection and prioritization:

N/A

What is the maximum speed limit at traffic signals in your community?

We only have two stop lights, and one has 35 mph on one road and 25 mph on the other, while the other stop light has 25 mph on both roads.

Do you have school zones and reduced speed limits? Please describe:

School zones are 20 mph (or as slow as 10 mph in some areas of town)

What is the posted speed of the majority of the arterial roads in your community?

The highest speed limits in Sitka are 45 mph on our two main arterials (outside the downtown and other high-traffic areas). Most speed limits are 25-35 mph or slower. Most of our downtown area has a speed limit of 25 mph

Question 9

Please briefly describe any other engineering projects or policies affecting walking in your community.

We have discussed making part of the main street through our downtown core one way for part of the road, which will allow us to expand sidewalks and add street furniture and trees. We also tried closing part of the same street to cars on some of our heaviest cruise ship days to bring in street musicians, dancers, food carts, etc.

Last updated 06/16/2017

Enforcement

In many communities, enforcement is often neglected as a technique for making communities safer for walking. Communities that have created comfortable walking environments through engineering improvements or urban

design features may still have safety concerns if traffic laws are not properly understood or adequately enforced. Enforcement activities work best when implemented in conjunction with education and awareness activities. Therefore, well-implemented enforcement campaigns will include public education campaigns, law enforcement officer training, and strategic law enforcement and ticketing strategies. A successful enforcement program will usually require the involvement of community members, law enforcement officials, city council members, and the media.

Question 1

Does your community have a traffic safety division/unit within the Police Department?

Yes No

Does your community have police patrols on foot or bike? If so, please describe (include the number of officers that are bike patrol certified).

We have a traffic safety officer, Judy Puckett, and a traffic safety department. We have foot patrols, but most officers travel in cars or SUVs. Sitka also recently passed a no-cellphone-use-while-driving ordinance that has moved out of the education phase and into the enforcement phase.

Please estimate the number of patrol officers and amount of time that is devoted to responsibilities concerning pedestrian laws and safety:

General traffic patrol 24/7

Question 2

Does your community use targeted enforcement programs to ensure the safety and security of pedestrians in crosswalks and on city streets, trails, and walkways? Indicate which of these elements, if any, are part of the enforcement program.

Yes

Indicate which of these elements, if any, are part of the enforcement program.

- Targeted pedestrian crossing operations (e.g., use of plain-clothed "decoy pedestrian" officers to enforce motorist yielding laws):

Definition: From walkinginfo.org: These are well-prepared and coordinated operations designed to warn motorists that the yield-to-pedestrian laws will be enforced at target locations. Officers prepare a site by establishing the safe stopping distance to a crosswalk, with a 10 mi/h over the speed limit leeway. Cones are set out in that location. An officer in plain clothes steps into the crosswalk just before a vehicle passes the cone. If the motorist doesn't yield, either a warning or a citation is given, based on the severity of the incident.

- Media campaigns regarding enforcement

- Speed feedback signs

Please describe the frequency of use (include how sites are selected):

Sites are randomized, except when special areas are requested, and sign usually stays in place for a couple of weeks. Citizens can request the speed feedback signs if they are having problems in their area of town. In 2015, a petition was started to reduce the default speed limit from 25mph to 20mph in residential areas and the Sitka Planning Commission is considering adding this to the Sitka 2030

Comprehensive Plan, <https://walksitka.wordpress.com/2015/06/28/please-sign-our-petition-to-reduce-the-default-speed-limit-to-20-mph-in-sitka-neighborhoods/>.

DUI Checkpoint operations

Targeted speed enforcement

Progressive ticketing

Definition: From walkinginfo.org: Progressive ticketing is a method for introducing ticketing through a three-staged process: educating, warning, and ticketing.

Please describe when and why progressive ticketing processes are deployed:

Up to officers to decide whether to warn or ticket

Emergency call boxes

Other

Question 3

Please list the number of citations given for the following infractions:

Failure to yield to pedestrians:

2

Parking on sidewalks or too close to intersections or crosswalk:

4

Does your community use photo enforcement technology that targets speeding and/or red light running?

Question 4

Please briefly describe your community's policies and practices regarding the use of adult crossing guards at elementary and middle schools. Include any information about the criteria for placement of adult crossing guards, training programs, crossing procedures, crossing guard signs and equipment, and law enforcement strategies at crossing guard locations.

Sitka School District hires crossing guards for local schools

Provide a link or attachment of any relevant policies, if available.

Link:

N/A

File upload:

Choose File No file chosen

Question 5

Do police work regularly with traffic engineers and planners to review sites in need of safety improvement for motorists and pedestrians? Yes

Does your community use crash and/or fatality data to identify problem areas and potential solutions?

 Yes No

Describe:

Does your community use a Data-Driven Approach to Crime and Traffic Safety (DDACTS) to understand the overlap between hi-crime and traffic safety concerns?

 Yes No

If so, describe any DDACTS training you have undertaken and/or the process you use to prioritize traffic safety in relation to other police interests:

Question 6

Please describe any other ways that your community's police department addresses the pedestrian concerns in your community.

Sitka Police Department officers also patrol local campgrounds to make sure speed limits are being followed there. The Traffic Safety Officer provides outreach to local schools and other groups. The Alaska Law Enforcement Training Academy, run by the Alaska Department of Public Safety, also is in Sitka, and cadets receive some training on pedestrian issues.

Last updated 06/16/2017

Evaluation

By incorporating planning, education, encouragement, engineering, and enforcement countermeasures, a community can have a direct impact on pedestrian safety and walkability. Evaluation of the pedestrian environment and behavior plays a crucial role in problem identification and countermeasure selection. In order to truly understand local pedestrian needs and safety issues, a community should utilize effective evaluation strategies.

Question 1

Does your community have an ongoing pedestrian counting and/or survey program that allows for long-term trend analysis of walking trips?

Yes

Please describe (including first year of program, frequency, number of sites, etc.):

The Alaska DOT does periodic vehicle and pedestrian counts as it plans upcoming road improvement projects, but they are sporadic. As part of the Sitka 2030 Comprehensive Plan process, we recently held a biker/walker count day on June 13, 2017, at a couple of intersections around town. We hope to hold more in the future.

Question 2

Has your community used any of the following tools to evaluate major pedestrian areas (town centers, major activity areas, routes to school, etc.) in order to identify problem areas and potential solutions?

Walkability Checklists (please describe when and where):

We used some walkability checklists when we did our Safe Routes To School grant in 2008-09.

Pedestrian Intersection Safety Index (please describe when and where):

Pedestrian Level of Service (LOS) (please describe when and where):

Pedestrian Road Safety Audit Guidelines and Prompt Lists (please describe when and where):

Health Impact Assessment (please describe when and where):

Smart Growth Scorecards (please describe when and where):

- Web-based or smartphone applications for resident feedback and input(please describe):

A few years ago we started a group on Flickr.com where people could post examples of walking barriers in Sitka, <http://www.flickr.com/groups/sitkawalkabilityanalysis/pool/>. Sitka residents can complete a walkability assessment using the tools at this link, http://www.sitkacomprehensiveplan.com/documents/WalkabilityandWalkingTourAssessmentofLandUse_000.pdf, and they can add to our S-Map program at <http://www.smapapp.com/Community.aspx?CommunityID=2ff8561-4b58-4b3c-b574-73f6dda740aa>

- Other Evaluation Tools:

Please describe:

Question 3

Does your community routinely conduct pre/post evaluations of road projects and traffic calming with respect to pedestrian crashes, volumes and motor vehicle speeds?

- Yes
- No

If yes, please explain when this is typically done and provide a recent example:

Question 4

Using **Walk Score**, please type in the address for your City Hall and provide the following information:

City Hall Walk Score:

54

City Hall Transit Score:

N/A

Top 10% Walk Score for your community:

(located at the bottom of the Walk Score web page)

N/A

Average Walk Score for your community:

(located at the bottom of the Walk Score web page)

N/A (not on curre

Please provide the **Overall Sprawl Score** for your community's metropolitan region:

N/A

Question 5

Please describe any other ways that your community evaluates pedestrian accommodation, walking rates, and pedestrian safety.

A note on the Walk Score info above, the ratings have changed quite a bit in recent years. In 2013, the city hall Walk Score was 75, and now it's 54. In 2013, my old apartment at 404 Etolin Way was a 92, and now it's 67. I'm not sure what changed.

As our Walk Sitka group gets up and running, we are looking to

Last updated 06/16/2017

Additional Questions

Question 1

What are the three primary reasons your city deserves to be designated as a Walk Friendly Community?

- A) Sitka has a history of being a walk-friendly community with a high rate of walk commuting of 15.1 percent (up from 11.3 percent in 2010);
- B) Sitka presently has numerous walking clubs and programs, and nearly as many miles of trails as roads; and
- C) Sitka is planning to improve its walk-friendliness in the future through the recommendations of the Walk Friendly Communities program, the continued progress of Sitka Trail Works projects (such as the Sitka Cross Trail) and the expansion of the new Sitka Sea Walk on both ends over the next two years.

Question 2

What are the three aspects of your community most in need of improvement in order to accommodate pedestrians?

- A) Education/awareness about pedestrian safety and the health/environmental benefits of walking;
- B) snow/ice removal in the winter and dog poop removal all year round; and
- C) better signage and wayfinding for our tourists who visit every summer.

Question 3

How can your community leverage its designation as a Walk Friendly Community to increase the number of people walking and make walking safer?

Recognition and celebration of Sitka's status as a Walk Friendly Community will help us improve leverage support to improve our three shortfalls in Question 2. We also hope to leverage the WFC designation into a Complete Streets program for Sitka, and to improve our walking culture along with other improvements from our Revitalize Sitka project. In 2016, Sitka moved from Bronze level to Silver level in the Bicycle Friendly Community program, and we're hoping for a similar improvement in our Walk Friendly Communities designation. We are the only Alaska community with both WFC and BFC honors.
