

City and Borough of Sitka

Gary Paxton Industrial Park (GPIP)

Traffic Management and Vehicle Operations Policy

Executive Summary

The Gary Paxton Industrial Park (GPIP) is a mixed-use industrial facility supporting marine, logistics, and heavy industrial operations. Internal access routes within GPIP are engineered and paved but are not public roadways. This Policy establishes a clear, enforceable framework for managing vehicle and equipment traffic to protect public safety, preserve municipal infrastructure, and support continued industrial activity.

1. Purpose and Intent

The purpose of this Traffic Management and Vehicle Operations Policy (“Policy”) is to:

- Protect public safety within the Gary Paxton Industrial Park (GPIP).
- Preserve and extend the service life of City and Borough of Sitka (CBS) infrastructure assets.
- Provide clear operational expectations for tenants, contractors, and visitors.
- Support safe and efficient industrial operations, including marine vessel haul-out and shipyard activities.

This Policy establishes rules for vehicle traffic, industrial equipment, and non-routine movements within GPIP.

2. Applicability

This Policy applies to:

- All tenants, subtenants, contractors, vendors, and visitors.
- All vehicles, equipment, and conveyances operating within GPIP.
- All paved and unpaved access routes, easements, and corridors within GPIP boundaries.

Compliance with this Policy is a condition of access to GPIP.

3. Authority and Facility Classification

3.1 Industrial Travel Corridors

- Access roads, utility easements, and paved corridors within GPIIP are designated as **Industrial Travel Corridors**.
- Industrial Travel Corridors are **not public roadways**, regardless of construction standard or appearance.
- Use of Industrial Travel Corridors is conditional and subject to CBS regulation.

3.2 Relationship to Public Road Standards

- State and municipal roadway standards may inform design and construction.
- Traffic operations within GPIIP are governed by this Policy and related agreements, not public traffic code.

3.3 Common Areas

The term Common Areas means all areas and facilities outside the Shipyard Properties situated within the GPIIP that are provided and designated for general use and convenience of other tenants and owners of GPIIP properties, together with their respective agents, and employees, customers, and invites. Common Areas include, but are not limited to, pedestrian sidewalks, industrial travel corridors, access easements as designated on GPIIP plats, buried and exposed utility lines, parking areas, ramps, retaining walls, lighting fixtures, signage, water filtration systems, docks, piers, piling, and restrooms. The CBS shall have the authority to change the location of or otherwise alter or modify any and all of the improvements that comprise the Common Areas.

4. Vehicle and Equipment Classifications

Vehicles and equipment operating within GPIIP are categorized as follows:

1. **Passenger and Light-Duty Vehicles**
 - Passenger cars, pickup trucks, vans, and low speed vehicles.
2. **Commercial Highway Vehicles**
 - Dump trucks, freight vehicles, and commercial buses compliant with state and city roadway requirements.
3. **Industrial Vehicles**
 - Forklifts, yard trucks, loaders, and similar industrial equipment.
4. **Heavy and Specialized Equipment**
 - Marine travel lifts, cranes, heavy haul vehicles, and non-road mobile equipment.
5. **Oversized or Overweight Loads**
 - Any vehicle or load exceeding standard axle weights, dimensions, or operational norms.

**Different rules and permitting requirements apply to each category.*

5. General Traffic Rules

5.1 Speed Limits

- Maximum speed within GPIIP: **15 mph**
- Designated industrial, shipyard, and pedestrian interaction areas: **10 mph**
- CBS may establish lower posted limits where conditions warrant.

5.2 Right-of-Way Hierarchy

Right-of-way within GPIIP shall be observed in the following order:

1. Emergency response vehicles
2. Active vessel movements and heavy equipment under permit
3. Heavy industrial equipment
4. Forklifts and industrial vehicles
5. Passenger, light-duty vehicles, and commercial buses

5.3 Pedestrian Safety

- Pedestrians must yield to active work being conducted in the GPIIP.
 - Pedestrians shall remain alert and use designated walking areas where provided.
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6. Forklift and Industrial Vehicle Operations

- Forklifts shall yield to all other vehicular traffic unless operating within controlled work zones.
 - Maximum forklift speed: **10 mph**, or lower as conditions require.
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7. Heavy Equipment and Non-Routine Operations

7.1 General Requirements

Heavy or specialized equipment movements are inherently higher risk and require additional oversight. No heavy or non-routine operation may occur when such movement:

- Crosses, occupies, or temporarily obstructs an Industrial Travel Corridor.
- Exceeds established load, axle, or ground pressure limits.

- Creates an elevated risk to infrastructure, utilities, or public safety.

Authorization by the City and Borough of Sitka (CBS) is required prior to execution.

7.2 Vessel Movement Permit (Existing Process)

All vessel movements within GPIIP are subject to the City and Borough of Sitka's **GPIIP Vessel Movement Permit Rules and Regulations**, as adopted and amended.

A Vessel Movement Permit is required for:

- Any vessel haul-out, transport, or repositioning within GPIIP, other than standard road legal trailers.
- Any vessel movement that crosses or encroaches upon an Industrial Travel Corridor.
- Any non-routine vessel movement presenting elevated operational risk.

Compliance with the approved Vessel Movement Permit and associated Movement Plan is mandatory and enforceable under this Policy.

8. Stopping, standing and parking of buses and for-hire vehicles.

- No person shall park or stop any bus upon any part of the common areas of the Gary Paxton Industrial Park (GPIIP), except as follows:
 - When a cruise ship is in port, or in conjunction with an authorized tour operation at the GPIIP Dock, buses may park in the GPIIP Dock passenger loading zone as signed while actively loading or unloading passengers only.
 - The driver of a bus shall enter the GPIIP Dock passenger loading zone as signed in such a manner that the bus, when stopped to load or unload passengers, shall be in a position as not to unduly impede the movement of other vehicular traffic.
 - No taxicab or for-hire vehicle shall be parked at in the GPIIP common areas except when actively engaged in loading or unloading passengers.
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9. Pavement and Infrastructure Protection

- Vehicles shall comply with posted axle load and weight limits.
 - Pivot turns, jackknifing, or stationary turning of heavy vehicles on pavement is prohibited unless authorized.
 - Seasonal or weather-based load restrictions may be imposed.
 - Users causing damage to pavements, utilities, or structures shall be responsible for repair costs.
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10. Permit System

The City and Borough of Sitka may require permits, approvals, or operating authorizations for activities within GPIIP including, but not limited to:

- Oversized or overweight vehicle movements.
- Heavy equipment operations.
- Temporary deviations from standard traffic rules.
- Construction, staging, or material storage affecting Industrial Travel Corridors.

Permits may impose conditions related to timing, routing, traffic control, insurance, indemnification, cost recovery, and restoration.

11. Enforcement

Enforcement mechanisms may include:

- Verbal or written warnings.
 - Suspension or revocation of permits.
 - Restriction or revocation of access privileges.
 - Recovery of infrastructure repair costs.
 - Enforcement through lease or operating agreements.
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12. Insurance and Indemnification

- All operators shall maintain insurance meeting CBS requirements.
 - Permit holders shall indemnify and hold harmless the City and Borough of Sitka.
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13. Administration and Amendments

- This Policy shall be administered by the City and Borough of Sitka or its designee.
 - CBS may amend this Policy as operational needs evolve.
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14. Effective Date

This Policy becomes effective upon adoption by the City and Borough of Sitka.

Adopted by the City and Borough of Sitka – January 27th, 2026