

Traffic Data Collection Findings and Observations Memorandum

December 21, 2022

Project# 27735

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CC: PTS - Dan Kirsch, PE and Jenny Liljedahl, PE,

RE: City of Sitka Traffic Study

INTRODUCTON

The City and Borough of Sitka (CBS) retained the services of a consultant team comprised of Kittelson & Associates, Inc. (Kittelson) and Huddle AK to prepare a tourism focused traffic study, and to conduct related stakeholder outreach, building upon the *Sitka Short-Term Tourism Plan* prepared by CBS staff in advance of the 2022 summer tourist season. A major component of this supporting traffic study included the collection of significant data, including vehicular and pedestrian traffic counts, parking counts, public bathroom observations, and field observations for 3 days in August 2022. Data was collected on a 'large cruise ship day' representing peak passenger conditions in Sitka with the daytime closure of Lincoln Street to vehicles, as well as on a smaller business-as-usual day during which Lincoln Street remained open to vehicles while more than 1,000 pedestrians were present in order to assess a range of cruise ship tourism driven conditions in Sitka.

This memorandum is the first of two traffic-focused reports that will be prepared for the CBS and focuses on summarizing the quantitative traffic data collected and qualitative field observations, and stakeholder feedback heard in August 2022. This memorandum also includes intersection operations analyses for four key intersections and pedestrian crossing analyses at eight key crossing locations.

Following this memorandum, a Traffic Study Report will be prepared that will include additional concept evaluation, and more specific project, traffic control, wayfinding and planning recommendations, feasibility assessments and cost estimates.

EXECUTIVE SUMMARY

As an outcome of the *Sitka Short-Term Tourism Plan*, which was developed in advance of the 2022 summer cruise ship season, CBS hired a traffic engineering team to collect traffic data and conduct field observations on multiple dates in August 2022 in order to:

- Understand the traffic impacts of the Lincoln Street closure on downtown circulation, pedestrian activity, wayfinding, road user behavior, resident travel impacts and downtown parking.
- Quantify the range of bus, vehicle and pedestrian activity on quieter and larger volume cruise ship tourism days, and increase understanding as to how tourists flow from SCCT to downtown and back.
- Document traffic volume data, intersection operations and pedestrian crossings as justification for the Alaska Department of Transportation (DOT&PF) to make changes to state-managed transportation facilities in Sitka.
- Support planning for continued tourism growth in Sitka.

Key Traffic Data Trends and Observations

- The Lake Street/Lincoln Street traffic signal serves significant tourism related pedestrian demand.
 - The lack of left-turn lanes at the Lake Street / Lincoln Street intersection, in combination with high pedestrian demand many hours of the day can lead to significant vehicular delay and queues on Lake Street.
 - While the timing of tourism related pedestrian activity varies based on cruise ship arrival and departure times, on a high volume tourism day, pedestrian volumes crossing Lake Street (Harbor Drive) at the Lake Street / Lincoln Street intersection can exceed 500 pedestrians per hour for 7 hours of the day.
 - $\circ~$ On lower volume tourism days, pedestrian demand still exceeds 200 pedestrians per hour 6 hours of the day.
- There is significant pedestrian crossing activity across Harbor Drive between Harrigan Centennial Hall and Lincoln Street, with more than 14,000 pedestrian crossings a day on high volume cruise ship days.
 - On high volume cruise ship tourism days, there are more pedestrians crossing Harbor Drive than vehicles driving along Harbor Drive.
 - While a majority of pedestrians (8,500) utilize the signalized crosswalks at the Lake Street / Lincoln Street intersection, more than 3,000 pedestrians a day crossed Harbor Drive mid-block in front of Harrigan Centennial Hall.
 - Lack of obvious wayfinding and active (physical) routing leads to many pedestrians choosing to cross Harbor Drive wherever is convenient.
- Overall, the Lincoln Street closure to vehicular traffic works well for accommodating the thousands of pedestrians present downtown on high volume cruise ship tourism days.
 - When Lincoln Street is closed to traffic, there is no observable increase in traffic on adjacent roadways such as Seward Street and Katlian Street.
 - Many residents interviewed cited waiting until Lincoln Street is open to vehicles to visit downtown.
- When Lincoln Street remains open to vehicle traffic on lower volume tourism days:
 - There is more pedestrian activity on the Lincoln Street corridor than vehicle use.
 - The existing sidewalks seemed to reasonably accommodate the 1,000 2,000 daily pedestrians present in the downtown area.
- When Lincoln Street is closed, downtown parking lots are more highly utilized, with 10% of spots available midday as compared to 20-25% of spots available on a lower tourism volume Lincoln Street open day.
- Harrigan Centennial Hall is a focal point of tourism related activities downtown as the drop-off and pickup location for thousands of visitors a day.
 - With more than 500 vehicles entering the main parking lot daily, including nearly 200 bus trips, and serving as the launching point for thousands of pedestrians, there are conflicts at the driveways and throughout the parking lot.
- There is also regular tourism related pedestrian crossing activity on Sawmill Creek Road at Raptor Way (leading to the Raptor Center), and between the Fortress of the Bear parking area and main facility.

Next Steps

Following the fall CBS Assembly and Planning Commission End-Tourism-Season work session, the transportation engineering team will work with CBS staff to develop transportation related recommendations to inform tourism planning efforts for 2023 and beyond, which will be further documented in a forthcoming Traffic Study.

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SITKA TOURISM CONTEXT

Tourism Planning in Sitka

During the early summer through late fall months, Sitka experiences significant tourism activity, with most visitors arriving via cruise ship for single day escapades. Approximately 8,400¹ residents call Sitka home. Planning for growth in Sitka due to increasing cruise ship tourism began with the *Sitka Gateway Plan (1998)* and the *Sitka Short-Term Tourism Plan (2021)*.

2022 Cruise Season

Development of the *Sitka Short-Term Tourism Plan* was prioritized by the CBS following the announcement of forecast record cruise ship visitors (480,000 in 2022), following the COVID-19 pandemic which resulted in low cruise ship passenger volumes in 2020 and into 2021. Additionally, the opening of the privately owned Sitka Sound Cruise Terminal (SSCT) approximately 6 miles north of downtown Sitka further evolved tourism logistics in Sitka. Historically, cruise ships visiting Sitka would anchor offshore of downtown and lighter (water taxi) passengers to the Crescent Harbor or O'Connell Bridge docks. However, with the development of the SSCT, larger capacity cruise ships dock north of town and passengers are primarily transported to and from downtown Sitka via 45-60 passenger coach buses. Refer to Figure 1 for a visual display of where the key tourist facilities are located around Sitka.

As an outcome of the *Sitka Short-Term Tourism Plan*, which was a collaborative effort with CBS staff, the Assembly and the Planning Commission and included outreach to industry professionals, merchants, tour operators and the public, it was determined that the full closure of Lincoln Street to vehicular traffic

from 10 AM – 4 PM on summer days forecast to have 3,000 or more cruise passengers was necessary to accommodate high pedestrian volumes through downtown.

Development of a Lincoln Street closure calendar involved Cruise Line Agencies of Alaska, Visit Sitka and CBS staff. Based on observations and feedback in early summer 2022, the passenger threshold for a Lincoln Street closure was increased to 5,000 or more on a capacity basis. The Lincoln Street closure calendar is regularly updated and shared with the public for planning purposes and Visit Sitka posts signs downtown in advance of closures.

City of Sitka Traffic Study



Photo 1 – Visit Sitka Lincoln Street Closure Public Schedule

This traffic study championed by the CBS specifically collected

traffic data on multiple dates in August 2022 during which Lincoln Street open to vehicular traffic and closed to vehicular traffic in order to:

- Understand the traffic impacts of the Lincoln Street closure on downtown circulation, pedestrian flows and crossing activity, wayfinding, road user behavior, resident travel impacts and downtown parking.
- Quantify the range of bus, vehicle and pedestrian activity on quieter and larger volume cruise ship tourism days, and increase understanding as to how tourists flow from SCCT to downtown and back.
- Document traffic volume data, intersection operations and pedestrian crossings as justification for the Alaska Department of Transportation (DOT&PF) to make changes to state-managed transportation facilities in Sitka.
- Effectively plan for continued tourism growth in Sitka The 2023 cruise ship season is forecast to bring 570,000 visitors to Sitka, including more than 30 days with 7,000+ visitors.

¹ Alaska Department of Labor, 2021 population estimate for Sitka (8,387).

SITKA TRAFFIC DATA

The core data collection effort in mid-August 2022 included intersection traffic counts and pedestrian counts, as well as peak period downtown parking counts and bathroom observations. Based on staff field observations and interviews with community members (Appendix A) and CBS staff (Appendix B), four key intersection and eight key pedestrian crossing locations were selected for more detailed analysis, as shown on Figure 1. Video data was collected over the course of three days, Tuesday – Thursday to capture conditions with Lincoln Street open to vehicular traffic and when Lincoln Street is closed. While Tuesday and Wednesday were the main data collection dates, some camera battery challenges led to make-up data collection on Thursday.



Photo 2 – Traffic Data Camera Placement

On the dates of data collection, Sitka experienced partly sunny skies, with temperatures in the low to mid 60s – while the exact number of tourists

that chose to disembark each cruise ship are not known, the mild weather and traffic data suggest that a relatively high percentage of tourists were present in downtown Sitka on the days data was collected.

Day of Week	Anticipated Potential Visitors Based on Cruise ship Capacity	Actual Visitor Numbers	Percent Actual Visitors from Ship Capacity Potential
Monday	5,314	4,302	81%
Tuesday	8,395	7,792	93%
Wednesday	2,104	1,853	88%
Thursday	5,832	4,861	83%
Friday	3,020	2,649	88%

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Table 1.	August 8 -	- 12, 2022	VISILOF	Numbers a	ana i	LINCOIN	Street	Closure	Schedule

Green highlighted signifies Lincoln Street was closed to vehicular traffic 10 AM - 4 PM**Bold** indicates the primary days traffic data was collected.

At the time traffic data was collected, there was active construction activity on Sawmill Creek Road from Lake Street to Jeff Davis Street, with one-way flagging restrictions from 7 AM – 7 PM. While this construction activity led to additional delays for vehicles on Sawmill Creek Road and at times notable vehicle queues, the lack of alternative routes and review of traffic data does not suggest this activity significantly impacted the traffic volume data collected in August 2022.



Traffic and Pedestrian Volumes

While Sitka roadways do experience typical commuter PM peak hour activity, high volume cruise ship days can also create a midday peak when high pedestrian volumes greatly impact vehicle traffic operations. The timing of peak periods may vary based on cruise ship arrival and departure times. Field observations and traffic counts suggest the midday peak vehicular and pedestrian activity downtown generally occurs from 11 AM to 2 PM.

The following sections further detail traffic volume data at key intersections and pedestrian crossing locations selected for more detailed analysis. While traffic count data was collected at some additional locations as shown on Figure 1, field observations and discussions with community members do not suggest specific capacity or safety concerns at these locations. Therefore, more detailed analysis of data at these locations is not provided at this time, however all traffic data is provided in Appendix C, should further analysis become necessary in the future.

The Alaska Traffic Data online database provides DOT&PF historical data including average annual daily traffic (AADT) and monthly average daily traffic (MADT) on key Sitka roadways. Figure 2 conveys the approximate scale of AADT within Sitka. The highest volume roadways include:

- Halibut Point Road, which experiences an approximate AADT of 9,500 vehicles per day and an approximate MADT of 10,000 11,000 vehicles per day during the summer.
- Sawmill Creek Road, which experiences an approximate AADT of 8,300 vehicles per day and an approximate MADT of 9,000 vehicles per day during the summer.
- Lake Street, which experiences an approximate AADT of 7,000 vehicles per day.
- Harbor Drive, which experiences an approximate AADT of 5,000 vehicles per day.

Though not an especially high vehicle volume roadway, it is noted that DOT traffic data estimates an AADT on Lincoln Street of approximately 5,000 vehicles per day. On high volume tourism days, Lincoln Street also serves several thousand pedestrians a day.

Figure 3, based on pedestrian counts collected in August 2022 on a high volume tourism day, displays the significant pedestrian demand between the Harrigan Centennial Hall parking lot, where tourists from SSCT are dropped off and picked up, and the downtown Lincoln Street corridor. On a peak day, there were more than 14,000 pedestrian crossings of Lake Street (Harbor Drive) observed. While a majority of pedestrians (8,500) utilize the signalized crosswalks at the Lake Street / Lincoln Street intersection, more than 3,000 pedestrians crossed Harbor Drive mid-block in front of Harrigan Centennial Hall. Field observations indicate that lack of obvious wayfinding and active (physical) routing leads to many pedestrians choosing to cross Harbor Drive wherever is convenient.

While the timing of tourism related pedestrian activity varies based on cruise ship arrival and departure times, on a high volume tourism day, pedestrian volumes crossing Lake Street (Harbor Drive) at the Lake Street / Lincoln Street intersection can exceed 500 pedestrian per hour for 7 hours of the day, as shown in Exhibit 1. Additionally, during the midday peak period, more than 1,600 pedestrians utilize the intersection to cross Lake Street (Harbor Drive).

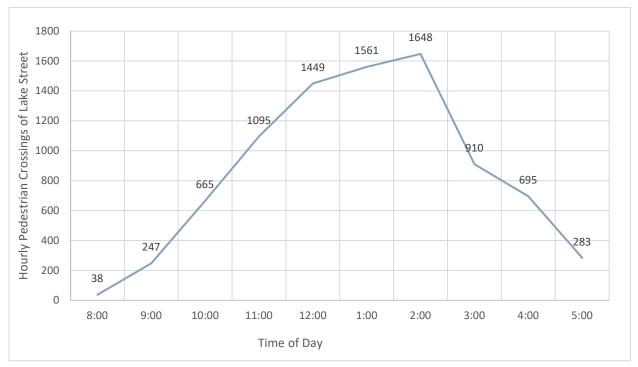
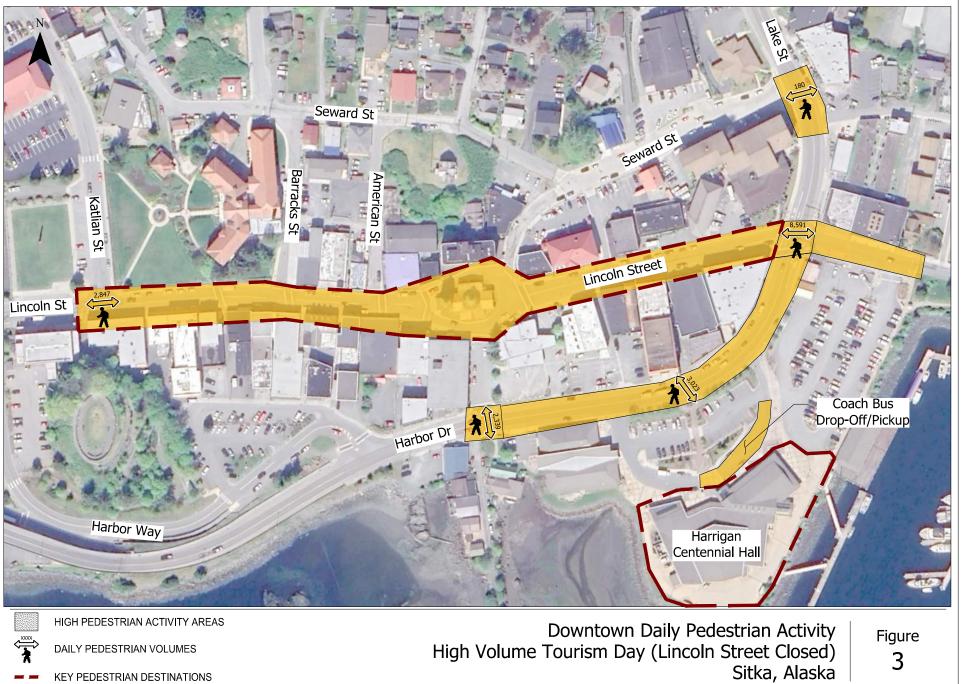
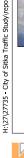


Exhibit 1. Hourly Pedestrian Crossing Volumes of Lake Street at the Lake Street / Lincoln Street Intersection.







KITTELSON & ASSOCIATES

KEY PEDESTRIAN DESTINATIONS

Intersection Operation Methodology

Vehicle intersection operations analyses were assessed at key, high-volume downtown intersections during the midday and PM peak hours considering vehicular and non-motorized activity on a day when Lincoln Street remained open to vehicular traffic and on a day in which Lincoln Street was closed to vehicular traffic. The intersection analyses assess a volume-to-capacity ratio and average delay, the latter of which is used to assign a level-of-service (LOS). Intersection LOS is analogous to the letter grades in a school report card. Motorists using an intersection that operates at LOS A experience very little delay, while those using an intersection operating at LOS F will experience long delays. Traffic operations for signalized intersections are reported for the intersection as a whole, while unsignalized intersection operations are reported for the critical movement, typically the minor street turning movement.

Synchro 11 software was used for analyzing signalized and stop-controlled intersections and HCS7 for the roundabout intersection. These analyses provide level-of-service (LOS), delay, and volume-to-capacity ratio (V/C) results following Highway Capacity Manual (HCM) 6^{th} Edition methodology.

While intersection operations were conducted consistent with HCM methodology and reported herein, the high pedestrian volumes and pedestrian platooning behaviors throughout downtown Sitka on peak tourism days are outside the conditions and vehicle-pedestrian interactions reflected in the HCM analyses. Therefore, the reported HCM measures of effectiveness may not accurately capture real-world conditions during extreme pedestrian flows and the intersection operations analyses are supplemented with field observations.



LINCOLN STREET FUNCTIONALITY AND OBSERVATIONS

Lincoln Street is a key downtown corridor that serves many functions— it facilitates access to downtown shops, businesses, and restaurants, includes distinct landmarks and tourist attractions such as St. Michael's Orthodox Cathedral, connects vehicular traffic to Katlian Street and provides parking downtown.

From Lake Street to Katlian Street, Lincoln Street serves two-lane vehicular traffic with one way traffic circulating around St. Michael's Orthodox Cathedral. On-street parking is generally provided on both sides of Lincoln Street, with parking restrictions in the vicinity of the six crosswalks.

Curb tight, continuous sidewalks are provided on both sides of the street, generally with a minimum width of 5 feet between building fronts and curb face, however there are periodic obstructions by signs, fire hydrants, light posts and retail related items that effectively narrow the usable sidewalk width for pedestrians.



Photo 3 - A fire hydrant, building columns and shop signs reduce effective sidewalk width on Lincoln Street

Lincoln Street Traffic Volumes

Vehicle Traffic

When open to vehicular traffic, westbound vehicle volumes are double eastbound volumes most hours of the day. On closure dates, vehicle volumes are similar from 8:00 – 9:00 AM but taper after 9:00 AM before the 10:00 AM closure. Vehicle volumes rebound from 4:00-5:00 PM when the Lincoln Street closure is removed. When Lincoln Street remains open to vehicular traffic, approximately 210 vehicles travel Lincoln Street during the midday peak hour as compared to approximately 240 vehicles during the PM peak hour.

City & Borough of Sitka

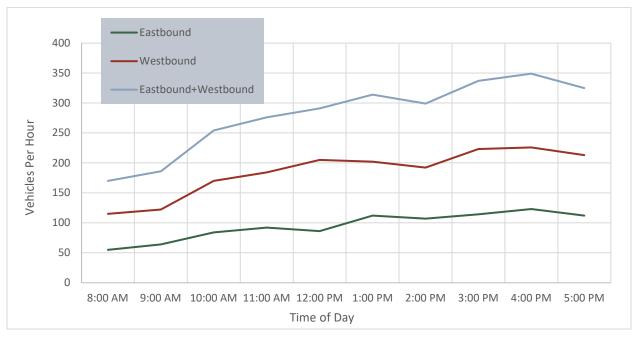
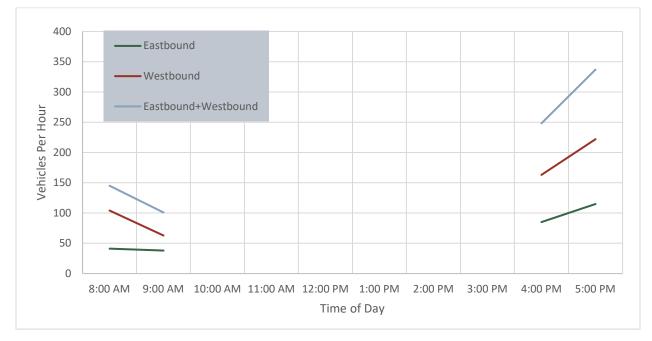


Exhibit 2. Lincoln Street (Open) - Vehicular Hourly Volume Profile

Exhibit 3. Lincoln Street (Closed) - Vehicular Hourly Volume Profile



Pedestrian Traffic

When Lincoln Street is closed to vehicular traffic, pedestrians are able to walk on Lincoln Street and cross anywhere between Lake Street and Katlian Street.

When Lincoln Street is open to vehicular traffic, there are six crosswalks provided, in addition to the crosswalks at the bounding Lincoln Street / Katlian Street and Lincoln Street / Lake Street intersections. Pedestrian activity was counted at all crosswalks, as well as the intermediary zones on a day Lincoln Street was open to vehicular traffic. Figure 4 summarizes daily pedestrian activity patterns on Lincoln Street, from Lake Street to Katlian Street on a day when Lincoln Street remained open to vehicular traffic.

Key findings from the Lincoln Street pedestrian data include:

- The most heavily used crosswalk, with daily volumes exceeding 1,400 crossings in the crosswalk, was leading to St. Michael's Orthodox Cathedral.
- While pedestrian crossing volumes are higher at the crosswalk than at the intermediary zones, there are anywhere from 100 to more than 600 crossings outside of striped crosswalks along Lincoln Street over the course of a day. However, considering the relatively low conflicting vehicle volumes even when Lincoln Street remains open to vehicular traffic, this is to be expected as there are a lot more pedestrians than vehicles present in the environment.
- Field observations indicated that drivers on Lincoln Street were traveling at low speeds and anticipated pedestrian crossings along the Lincoln Street corridor.

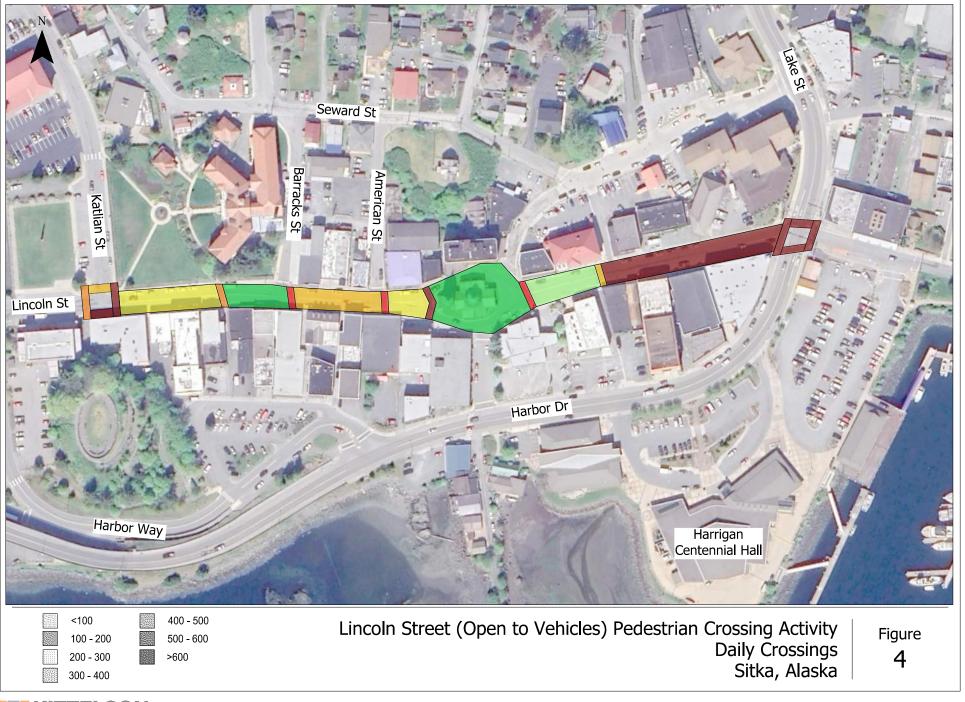
Additionally, dated pedestrian infrastructure was observed along Lincoln Street, including curb ramps lacking detectable warning mats, flat landings and in some locations, visibly steep sidewalk cross slopes.



Photo 4 - Pedestrian Ramp lacking detectable warning mat and flat landing



Photo 5 – Pedestrian Curb Ramp lacking detectable warning mat



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Exhibit



Lincoln Street Closures Observations and Feedback

- Setting up and tearing down the temporary Lincoln Street closures are collaborative between CBS Maintenance and Operation staff, CBS Police and Visit Sitka staff.
 - In order to reduce the manpower necessary to set-up the closures, permanent infrastructure to accommodate pedestrians would be preferred by CBS staff.
- General feedback from residents and downtown businesses is positive.



Photo 6 - CBS Staff Set Up Lincoln Street Closure

- While there may be some inconveniences in terms of parking, the value of the additional space is clear on big days as folks can zigzag and freely explore downtown.
- Lack of vehicular traffic creates a quieter, low conflict environment and provides space for additional vendors.
- Even non-tourism-oriented businesses on Lincoln Street can see the necessity for limiting vehicles on Lincoln Street on busy tourism days.
- The 2022 tourist season is noticeably busier than 2019.
- Peak activity is generally 11 AM 2 PM but daily visitor timing is very dependent on the cruise ship schedules. Some days, visitors are arriving downtown as early as 7 AM or the last bus to SSCT is as late as 7 PM.
 - Fedex and UPS delivery drivers wish the closure started later than 11 AM, as they only have about 1 hour in the morning to complete all downtown deliveries.
- The closure of Lincoln Street does not result in an observable increase in traffic on adjacent/downtown fringe roadways, as verified by data collected on Seward Street and Katlian Street. Rather most residents expressed that they instead avoid Lincoln Street until after the closure is complete to access downtown businesses or chose to walk the closure. Residents interviewed stated that upcoming closure dates are well known and advertised, though Lincoln Street closure schedule changes due to changing cruise ship schedules are not uncommon.
- Though there are signs asking for bicycles to be walked on Lincoln Street during closure, several bicycles were observed riding but there generally seemed to be adequate street space to accommodate an occasional bicyclist. A limited number of scooters and electric bicycles were observed on Lincoln Street as well.



Photo 7 - Bicyclist within the Lincoln Street Closure



Photo 8 - Parked vehicles not removed before the Lincoln Street closure set-up begins at 9 AM get 'barnacled' – Though cheaper than getting towed, a fee must be paid to release the barnacle device

Lincoln Street Open Observations

- The Lincoln Street sidewalks seemed to reasonably accommodate the 1,000 – 2,000 visitors present on the day in which Lincoln Street remained open.
- Street parking on Lincoln Street appeared at most 50 percent utilized during daytime hours.
- There are several Lincoln Street crosswalks at which drivers displayed varying yielding behavior. While most vehicles travelled slowly and seemed to anticipate pedestrians, an occasional vehicle would accelerate quickly to get through a crosswalk before approaching pedestrians could begin to cross the street.
- Businesses on Lincoln Street noted more audible street noise from vehicle engines on days Lincoln Street remains open to traffic.
- Peak pedestrian activity on Lincoln Street occurs midday (11:00 AM – 2:00PM) whereas the vehicular peak period is late afternoon (4:30 PM-5:30 PM).



Photo 10 – Pedestrians, bicyclist, parked vehicles and a circulating vehicle on Lincoln Street



Photo 9 – Vehicle yielding to pedestrians in front of St. Michaels

After the August 2022 field visit and data collection effort, there were a few days in late September and early October in which cruise ship capacity volumes exceeded 5,000 but Lincoln Street remained open to traffic as closures were complete for the season. While the later season fall weather may have resulted in a low percentage of tourists disembarking from the cruise ships, CBS staff noted that pedestrian and vehicle movement along Lincoln Street was slow.



LAKE ST / LINCOLN ST INTERSECTION

The Lake Street / Lincoln Street intersection is one of two intersections in Sitka controlled by a traffic signal. As the only signalized crossing of Harbor Drive from Harrigan Centennial Hall to the downtown shops and restaurants located along Lincoln Street, this intersection experiences high vehicular and significant pedestrian demand, particularly midday on high volume cruise ship days.



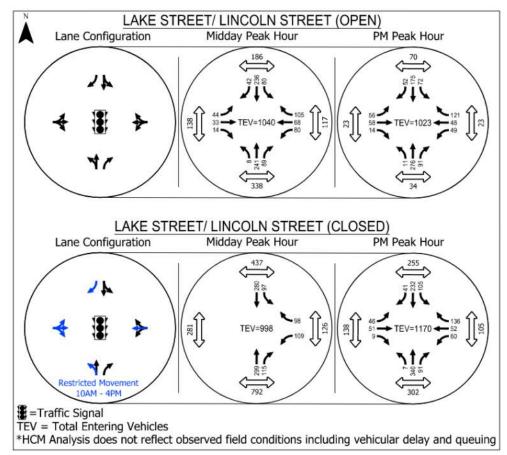
Traffic Data

Traffic counts were collected at Lake Street / Lincoln

Photo 11 – Multiple pedestrian groups cross Lake Street (Harbor Drive) to access Lincoln Street.

Street during the midday and PM peak hours on a Lincoln Street open and closed day. On a Lincoln Street open day, the observed midday peak hour was from 11:45 AM to 12:45 PM and the PM peak hour was from 4:30 PM to 5:30 PM. On a Lincoln Street closed day, the midday peak was from 11:30 AM to 12:30 PM and the PM peak hour was from 4:15 PM to 5:15 PM. Traffic counts and lane configurations are provided in Exhibit 4.

Exhibit 4. Lake Street / Lincoln Street Midday and PM Peak Hour Vehicle and Pedestrian Volumes



As shown in Exhibit 4, the intersection experiences relatively consistent midday and PM peak hour vehicular volumes regardless of Lincoln Street closure status. However, the pedestrian volumes at the intersection are notably higher on the higher volume tourism day when Lincoln Street is closed.

An HCM based intersection operations analysis suggests the intersection of Lake Street / Lincoln Street operates at LOS A or B on a Lincoln Street closed and open day, except for the PM peak hour on a Lincoln Street closed day, which operates at LOS F and high delay. Hourly intersection operations on a Lincoln Street closed day are provided in Table 2. HCM LOS calculations for this intersection are driven by southbound left turn demand and the PM peak hour results on a Lincoln Street closed day include an observed volume exceeding the HCM method capacity for that movement, which is not possible in the real world. Additionally, the HCM based intersection operations results do not accurately reflect observed field conditions during peak conditions, which include extensive queuing and delay during the peak hours on both a Lincoln Street open and closed day. The HCM methodology may not fully capture the impacts of the high peak period pedestrian volumes and the capacity impacts on the conflicting vehicle movements, so HCM results were not included in Exhibit 4.

Time	TEV	Pedestrians	LOS	Delay (sec)
11 AM – 12 PM	828	1,479	В	13.8
12 PM – 1 PM	933	2,008	В	15.5
1 PM – 2 PM	887	2,123	В	14.0
2 PM – 3 PM	777	2,027	В	13.0
3 PM – 4 PM	854	1,210	В	13.6
4 PM – 5 PM	1,080	952	F	208.8
5 PM – 6 PM	903	441	В	11.5

Table 2. Lake Street / Lincoln Street (Closed Day) 11 AM - 6 PM Traffic Volumes and Operations

*HCM Analysis does not reflect observed field conditions including vehicular delay and queuing

As shown in Exhibit 4, the existing intersection lane configuration at the traffic signal does not include left-turn lanes, and therefore left-turning vehicles, who experience delays yielding to through vehicles and pedestrians, can create significant queues on Lake Street, at times extending all the way to the Halibut Point Road-Sawmill Creek Road / Lake Street roundabout, which is located less than a ¹/₄ mile north. Multiple cycle failures were observed in which a permissive left or right-turn vehicle, yielding to pedestrians and oncoming vehicles, was not able to progress due to the continuous movement of pedestrians throughout the green phase.

As shown in Exhibit 5, the Lake Street / Lincoln Street intersection experiences significant pedestrian demand outside of the midday and PM peak hours. On higher tourism days, more than 500 pedestrians an hour use the intersection to cross Lake Street (Harbor Drive) 7 hours of the day, with more than 200 pedestrians per hour also using the intersection to cross the Lincoln Street approaches. On lower volume tourism days, pedestrian demand still exceeds 200 pedestrians per hour 6 hours of the day.

Pedestrians crossing the Lake Street / Lincoln Street intersection experience an average signal delay of between 17 and 21 seconds per person, depending on the leg waiting to cross and the time of day. This translates to over 8 hours of person-delay for people waiting to cross Lake Street during peak hour conditions.



Exhibit 5. Lake Street / Lincoln Street Intersection Pedestrian Activity (Open and Closed)

Traffic Volume Observations

- Intersection vehicle volumes are relatively consistent between midday and PM peak hours, regardless of Lincoln Street closures or scale of cruise ship visitors.
- The intersection experiences significant pedestrian demand, with over 1,000 pedestrians traversing the intersection during the midday peak on a Lincoln Street closure day. During high volume tourism days, hourly pedestrian demand to cross Lake Street (or Harbor Drive) at the intersection exceeds 500 pedestrians per hour for several hours of the day.
- During midday and PM peak periods, the intersection experiences relatively high heavy vehicle (truck) percentages on the Lake Street through movements (7-20 percent of all traffic), likely associated with construction in the area. Additionally, buses represent 5–14 percent of all traffic—the intersection experiences 20-30 bus trips per hour per direction during peak periods.

Other Observations and Feedback

- A pedestrian crossing phase must be activated by a pedestrian utilizing the push button, otherwise no pedestrian walk symbol is displayed. This frequently leads to confusion, frustration and out-of-turn crossing decisions by some pedestrians due to uncertainty if the button had been pressed, if the phase would come up, or the presence of the button at all. The push buttons are located on dark colored decorative poles which can make it challenging to find the push buttons.
- There generally appeared to be adequate space behind the curbs to accommodate waiting pedestrian platoons at each corner of the intersection, however the scale of some pedestrian platoons resulted in delayed crossing starts, resulting in pedestrians beginning to cross during the flash-don't-walk phase and crossing times extending into the don't walk phase. It has been reported to us that pedestrian platoons can exceed available crosswalk width at times.
- Pedestrian platoon volumes are so high that right or left-turning vehicles correctly yielding to pedestrians may not be able to turn before the signal changes at the end of the pedestrian phase, which was observed to lead to driver frustration and vehicular queues.
- DOT&PF traffic signal specialists also visited Sitka in summer 2022 to observe peak hour operations that the Lake Street / Lincoln Street intersection and are looking into changes such as:
 - Programming a constant pedestrian phase during heavy pedestrian volumes, regardless if a push button is used.
- Image: State Construction

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Photo 12 – Pedestrian Push Buttons on dark background decorative pole

- Addition of left-turn lanes on the north and south (Lake Street) approaches if there is adequate width.
- DOT&PF crash data indicates six crashes occurred at Lake Street / Lincoln Street between 2015-2020. Five of these crashes were property damage only crashes, and the one injury crash involved a pedestrian.



Photo 13 – Though southbound vehicular traffic has a green signal, a scooter crossing and vehicle turning from Lake Street out-of-turn inhibit southbound vehicular traffic from progressing

OTHER KEY SITKA INTERSECTIONS

Katlian Street / Lincoln Street Intersection

The Katlian Street / Lincoln Street intersection is located at the west end of the Lincoln Street corridor. A three-leg intersection, the Katlian Street approach is stop-controlled while the two Lincoln Street approaches are free movements. There are crosswalks on all three approaches, and a continuous sidewalk along the Lincoln Street shop frontages.

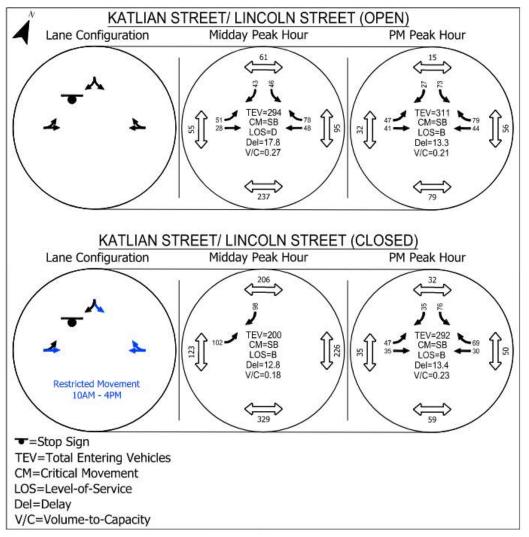
Traffic Data

Traffic counts were collected at Katlian Street / Lincoln Street during the midday and PM peak hours on both a Lincoln Street open and closed day. On a Lincoln Street open day, the observed midday peak hour was from 12:00 PM to 1:00 PM and the PM peak hour was from 4:30 PM to 5:30 PM. On a Lincoln Street closed day, the midday peak hour was from 11:45 AM to 12:45 PM and PM peak hour was from 4:15 PM to 5:15 PM. Traffic counts, lane configurations, and traffic operations are provided in Exhibit 6.



Photo 14 – Katlian Street /Lincoln Street Intersection during closure

Exhibit 6. Katlian Street / Lincoln Street Intersection Midday and PM Vehicle and Pedestrian Volumes



As shown in Exhibit 6, the critical stop-controlled southbound movement at the Katlian Street / Lincoln Street operates between LOS B and D. These results suggest that there can be high vehicular delay (more than 15 seconds) for southbound vehicles during some peak hour conditions, but overall pedestrian volumes are higher than vehicular volumes at this intersection, particularly during high volume tourism days when Lincoln Street is closed.

Traffic Volume Observations

- Vehicle volumes are higher during the PM peak than the midday peak, regardless of Lincoln Street closure, but pedestrian volumes are notably higher during the midday peak.
- During the Lincoln Street closure, vehicle volumes at the Lincoln Street / Katlian Street intersection are approximately 50 percent lower during the midday peak hour as compared to when Lincoln Street remains open to vehicular traffic.
- At this intersection, midday peak hour pedestrian volumes on large cruise ship days with Lincoln Street closed are more than double pedestrian volumes as compared to a smaller cruise ship day. PM peak hour pedestrian volumes are the same on a large cruise ship day and a smaller cruise ship day.
- DOT&PF crash data showed no history of pedestrian or vehicle crashes at this intersection.
- While there are no explicit operational or capacity concerns at the intersection, confusion of some bicyclists and drivers approaching the closure was observed.

• While the Lincoln Street closure traffic control plan includes barriers at Lincoln Street just east of Katlian Street, there are no signs explicitly directing motorized vehicles to an alternate route.



Photo 15 – E-Bikes stop on road approaching Lincoln Street

Halibut Point Road-Sawmill Creek Road / Lake Street

The Halibut Point Road-Sawmill Creek Road / Lake Street intersection is a single lane roundabout intersection that functions as a gateway to downtown, particularly for tourists arriving via coach bus from SSCT. Constructed by DOT&PF in 2009, the four-approach roundabout includes crosswalk signing and striping on all four approaches.

Traffic Data

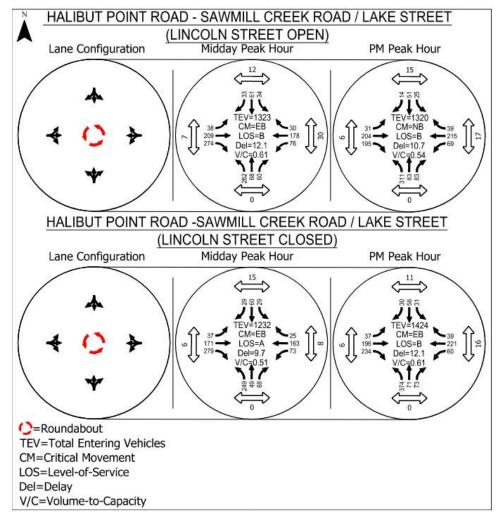
Traffic counts were collected Halibut Point Road-Sawmill Creek Road / Lake Street during the midday and PM peak hours on a Lincoln Street open and closed day. The



Photo 16 – Coach bus approaches the roundabout from Halibut Point Road

observed midday and PM peak hours were the same on a Lincoln Street open and closed day, 12:00 PM to 1:00 PM during the midday peak and 4:30 PM to 5:30 PM during the PM peak, respectively. Traffic counts, lane configurations, and traffic operations are provided in Exhibit 7.

Exhibit 7. Halibut Point Road – Sawmill Creek Road / Lake Street Vehicle and Pedestrian Volumes and Intersection Operations



Kittelson & Associates

As shown in Exhibit 7, the roundabout operates at LOS A or B during midday and PM peak hour conditions during a Lincoln Street open and closed day. It is noted that traffic volumes are relatively similar and the lane configuration does not change whether or not Lincoln street is open or closed.

While the HCM intersection operations analysis does not suggest capacity constraints at the intersection, extensive queueing from the Lincoln Street / Lake Street intersection was observed to impact roundabout operations during peak periods, which is not accounted for in the reported HCM analysis. At times, southbound vehicular queues on Lake Street would extend from the Lincoln Street / Lake Street intersection, inhibiting circulating vehicles at the roundabout.

Traffic Volume Observations

- This intersection is the highest vehicular volume intersection in downtown Sitka during midday and PM peak hours.
- Midday peak hour vehicle volumes are comparable to PM peak hour volumes.
- Highest volume movements during midday and PM peak hours are from eastbound Halibut Point Road to southbound Lake Street and from northbound Lake Street to westbound Halibut Point Road.
- Peak hour pedestrian volumes are consistent between a lower cruise ship volume day (Lincoln Street remains open) and a higher cruise ship volume day (Lincoln Street closure).
 - \circ $\;$ At this intersection, pedestrian crossings only have a minor impact on vehicle operations.
- Peak hour queues extending north from the Lincoln Street / Lake Street intersection impact operations at the roundabout.
- DOT&PF crash data shows there were no reported crashes involving a pedestrian or bicycle at this intersection.

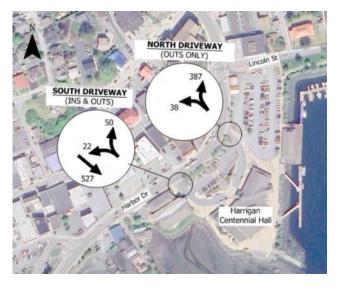
Other Observations

- Vehicular yielding behavior at the crosswalks is varied. While most vehicles approaching the roundabout were decelerating and appropriately yielding to pedestrians, an occasional vehicle was observed to accelerate through the crossing in advance of a pedestrian.
- The pedestrian crossings within the splitter median island lack detectable warning mats, consistent with current roundabout design best practices.
- Residents interviewed suggested that additional center island landscaping, in combination with decorative banners/signage could help to reinforce the intersection as the gateway to downtown and to welcome visitors arriving to downtown via coach bus through the intersection.

Harrigan Centennial Hall / Harbor Drive

The main Harrigan Centennial Hall parking lot is the epicenter of activity particularly during high tourism volume days. Serving coach tour bus unloading and loading operations, as well as tour shuttles, taxis and passenger vehicles, the driveways and parking lots experience consistent vehicular and pedestrian traffic throughout the day.

Driveway counts were collected at the two driveways to the main parking lot on the day of a Lincoln Street closure, as shown in Exhibit 8. The southern driveway serves entering and departing passenger vehicles, though most vehicles depart via the north driveway which is exit only. All coach buses, shuttles and taxis enter via the south driveway and depart through the north driveway. Upon departure, most vehicles are making a right-turn to go north on Harbor Drive. Exhibit 8. Harrigan Centennial Hall Driveways and Daily Vehicle Volumes



In order to assist the CBS and Harrigan Centennial Hall with future planning activities, driveway activity is summarized by total entering and departing vehicles, as well as by vehicle type from 6:00 AM to 8:00 PM in Table 3.

Driveway Observations and Feedback

- Hourly driveway volumes are relatively consistent from 8:00 AM to 5:00 PM.
- Passenger vehicles comprise the highest proportion of vehicles entering and departing, however during peak periods, coach bus volumes (20-30 per hour) are nearly as high as passenger vehicles.
- Egress movements from both driveways can be complicated by high pedestrian activity across Harbor Drive (photo), as well as pedestrian activity across the driveways and throughout the parking areas.
- During busy coach bus loading times, if there is not adequate curb space for an additional coach bus to enter the parking lot as communicated via radio, buses will pass by Harrigan Centennial and stage at the UAA SE campus parking lot until curb space is available.
- The CBS Library, which shares the Harrigan Centennial Hall parking lot, notes:
 - The increased activity in the parking lot during peak tourism hours has led to local residents to change their visit times to occur later in the day so that they can find parking in front of the library.
 - With the increased coach bus traffic turning in, and pedestrian volumes throughout the Harrigan Centennial parking lot and on Harbor Way, it can be challenging for vehicles to turn out of the south driveway.



Photo 17 - Pedestrians cross Harbor Drive at the north Harrigan Centennial driveway, which can inhibit departing vehicles

Hourly	Entering Vehicles						Departing Vehicles					
Start Time	All Vehicles	Passenger Vehicles	Shuttles	Buses	Taxis	Other Vehicles (Trucks)	All Vehicles	Passenger Vehicles	Shuttles	Buses	Taxis	Other Vehicles (Trucks)
6:00 AM	8	7	0	0	0	1	5	2	1	0	1	1
7:00 AM	11	10	0	1	0	0	10	9	0	1	0	0
8:00 AM	26	15	1	6	0	4	17	6	1	5	1	4
9:00 AM	43	28	0	14	0	1	30	11	0	12	6	1
10:00 AM	49	23	0	24	0	2	45	19	0	23	1	2
11:00 AM	54	25	3	23	2	1	47	16	3	24	4	0
12:00 PM	53	27	1	22	1	2	49	23	1	21	3	1
1:00 PM	54	29	1	23	1	0	52	24	1	23	3	1
2:00 PM	49	23	1	25	0	0	50	19	2	26	2	1
3:00 PM	51	29	0	21	0	1	52	26	0	21	4	1
4:00 PM	62	31	2	28	0	1	64	32	2	23	6	1
5:00 PM	43	33	1	9	0	0	34	23	1	9	1	0
6:00 PM	16	13	1	2	0	0	22	13	0	7	1	1
7:00 PM	8	7	0	1	0	0	20	15	1	2	0	2
TOTAL	527	300	11	199	4	13	497	238	13	197	33	16

Harrigan Centennial Hall Tourist Circulation Observations and Feedback

Harrigan Centennial Hall is a focal point of tourism circulation downtown and a gateway to their Sitka visit as it is where the majority of cruise ship visitors first arrive from buses or the lightering docks. During peak periods, more than 30 buses may be actively shuttling to/from the SSCT, and tour operators and taxis also use Harrigan Centennial Hall for drop off and pickup. From Harrigan Centennial Hall, visitors may be trying to go to the harbors, parks and playgrounds to the east and/or the downtown shops and restaurants to the west, which requires crossing Harbor Drive. Harrigan Centennial Hall also hosts several conferences and conventions and shares a parking lot with the adjacent Sitka Public Library and Crescent Harbor.

- Harrigan Centennial circulation is seen as the most significant bottleneck in downtown circulation and was consistently cited as a major safety concern by stakeholders and residents interviewed based on:
 - Bus loading limitations lead to long queues for tourists waiting to go back to SSCT.
 - Pedestrian activity throughout the Harrigan Centennial Hall parking lot, across driveways and along Harbor Drive impacts bus ingress and egress.
- Upon arrival at Harrigan Centennial Hall, many visitors don't know where to start: where to go for more information on amenities/activities, how to read the Visit Sitka maps and displays, how to get to downtown shops and restaurants.
 - The lack of a clear route or crossing location to get from Harrigan Centennial Hall across Harbor Drive to Lincoln Street compounds this confusion.
 - The purposeful blocking of the 'tabletop' between Harrigan Centennial parking lots contributes to pedestrian circulation confusion, as the canopy blocks the most direct pedestrian route to Harbor Drive and downtown shops and restaurants. (photo)
- Staffing is a challenge, for both Harrigan Centennial Hall as well as Alaska Coach Tours (ACT). A lack of dedicated staff for crowd management such as organizing the bus waiting line, directing visitors where to go and overseeing bus loading leads to long lines, long wait times and frustration.



- There is curb space for 3-4 coach buses to be loaded
 concurrently but there is only 1 long line of people waiting to load. Even at busy times, generally only one or sometimes two buses are simultaneously being loaded. Wait times can be upwards of 30 45 minutes.
- Despite limited pre-staging of passengers, each bus can consistently load in less than 5 minutes.
- Centennial Hall staff controls operations in the parking lot.
 - ACT only has 4 bus spots on the curb but would desire the entirety of the loop and suggest tour operators pick up directly at cruise ship terminal
 however cruise companies, and tour operators push back on this idea to reduce congestion at Harrigan Centennial Hall.
- At peak times, there can be upwards of 30 shuttles/buses transporting tourists from SSCT to Centennial.
- Visit Sitka is planning to install additional barricade covers/signage saying 'Heavy Traffic Zone, Use Sidewalk' for key locations such as the Harrigan Centennial parking lot walkway to Harbor Drive.
- The upcoming DOT&PF Seawalk Extension project may be an opportunity to expand circulation options from Harrigan Centennial Hall.



Photo 19 - Bus loading line wraps around the back of Harrigan Centennial Hall

DOWNTOWN PARKING SUMMARY

Parking Data Collection

Downtown parking supply and usage was observed and documented at two midday times periods on a high volume cruise ship day (Tuesday, August 9th) when Lincoln Street was closed to vehicular traffic, and a lower volume cruise ship day (Wednesday, August 10th) at the locations highlighted on Exhibit 9.



Exhibit 9. Downtown Parking Areas Observed

Not included in this detailed parking study is the available street parking on both sides of Harbor Drive, on-street parking on the east side of Lake Street, north of Lincoln Street or A&B Harbor parking just west of Totem Square. The Harbors division within CBS notes that long-term harbor parking downtown is a challenge for many harbor patrons.

Table 4 summarizes observed parking supply (inventory) and percent utilization during these snapshots in time. As shown, the overall parking utilization during a Lincoln Street closed day is approximately 10-13% higher than a Lincoln Street open day. This is in part due to 64 parking spaces along Lincoln Street being no longer available while Lincoln Street is closed to vehicular traffic. Under these conditions, the nearby by Totem Square, Harbor Way and Centennial (Crescent Harbor) parking lots are highly utilized. During all time conditions observed, there were at least 10 parking spots available in the Centennial Hall main lot.

Additionally, this data suggests that even on a Lincoln Street closed day, when the number of available parking spaces are reduced, there is adequate parking available to meet current demand within the downtown area, though not necessarily in every available parking lot at a given time.

Table 4. Parking Study Summary

			12:0	00 PM	2:00 PM		
	Lot	Inventory	Occupied	%	Occupied	%	
			Spaces	Utilization	Spaces	Utilization	
	Totem Square	14	14	100%	14	100%	
5	North Side of Lincoln St.	32	-	-	-	-	
sed t Day	South Side of Lincoln St.	32	-	-	-	-	
t Clo ourist	Harbor Way Lot	54	54	100%	54	100%	
Lincoln Street Closed (High Volume Tourist Day)	Centennial Hall (Main)	41	27	66%	29	71%	
coln { Volu	Centennial Hall (Crescent Harbor)	132	126	95%	119	90%	
Lin	Small Lot South of Lincoln St. (West)	10	6	60%	7	70%	
	Small Lot South of Lincoln St. (East)	8	6	75%	6	75%	
	Total (Excluding Lincoln St.)	259	233	90%	230	89%	
	Totem Square	14	13	93%	13	93%	
()	North Side of Lincoln St.	32	14	44%	14	44%	
en st Day	South Side of Lincoln St.	32	18	56%	12	38%	
et Op ouris	Harbor Way Lot	54	51	94%	42	78%	
Stree me T	Centennial Hall (Main)	41	30	73%	26	63%	
Lincoln Street Open (Lower Volume Tourist Day)	Centennial Hall (Crescent Harbor)	132	117	89%	123	93%	
Lin ower	Small Lot South of Lincoln St. (West)	10	10	100%	8	80%	
5	Small Lot South of Lincoln St. (East)	8	6	75%	6	75%	
	Total	323	259	80%	244	76%	

Parking Observations and Feedback

- Though there's a perception of lack of parking downtown, particularly during Lincoln Street closures, the efforts spent this last year to clean up parking lots, including moving The Ride from Crescent Harbor to be curbside on Lincoln Street has helped to open up more parking near Crescent Harbor.
- During the data collection days in August, our field observers noted general ease in finding parking downtown within 1-2 blocks of any given destination even during a Lincoln Street closure.
- Crescent Harbor Parking Lot A sight distance concern was expressed regarding vehicles departing to Lincoln Street from the Cresent Harbor adjacent Centennial Harbor parking lot. When The Ride buses are parked on Lincoln Street close to the parking lot driveway, the buses can restrict sight distance looking west on Lincoln Street. In order to preserve sight distance, it is suggested the red bus lane striping be pulled back to before curb radius, which should still allow space for 2 buses at a time while increasing sight distance for departing vehicles.



Photo 20 - Centennial Hall / Crescent Harbor driveway to Lincoln Street, looking west at The Ride loading zone

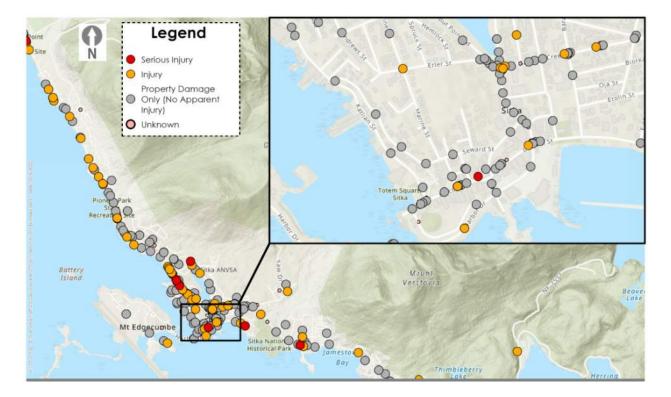
SITKA TRAFFIC SAFETY SUMMARY

Existing Traffic and Safety Analysis

DOT&PF provided geocoded crash data for the entirety of the CBS from 2015-2020, representing the most recent six years' worth of crash data. While crash analyses most typically look at the most recent five years of crash data, COVID-19 significantly impacted tourism and travel patterns in 2020, therefore all six years' worth of data has been analyzed. This data was spatially mapped and reviewed for trends.

Exhibit 10 displays the crash data by severity. Overall, there were 307 crashes in Sitka during the six year period, including nine serious injury crashes occurring between 2015-2020 within the City of Sitka. Four of these serious injury crashes occurred along streets highlighted in this study: three along Halibut Point Road and one along Lincoln Street. Of the three serious injury crashes along Halibut Point Road, two of the crashes were single vehicle crashes (run-off-road) and one crash involved a driver failing to yield to the right-of-way of a bicycle. The serious crash along Lincoln Street in the downtown area involved a pedestrian and is further detailed in Table 5. While the crash data indicates that there were no fatal crashes in Sitka, conflicting data fields suggest that some of the crashes coded as serious injury may have led to fatalities.

Exhibit 10. Sitka Crashes by Severity (2015-2020)



Downtown Sitka Crash History

DOT&PF crash data indicates that three pedestrian crashes and one bicycle crash occurred along Lincoln Street between 2015-2020, with the approximate locations displayed on Exhibit 11.

Table 5 provides additional information about each of these crashes. As noted, all three pedestrian involved crashes along Lincoln Street cited driver inattention and failing to yield to a pedestrian right-of-way. Exhibit 11. Pedestrian and Bicycle Crash Locations on Lincoln Street



Table5 - Pedestrian and Bicycle Crash Summary along Lincoln Street (2015-2020)

Intersection	Date	Severity	erity Action Circum	
Lincoln Street (Near Couplet at St. Michael's)	Aug. 2017	Serious Injury	Driver traveling southbound through couplet, pedestrian crossing Lincoln Street	Driver failed to yield to pedestrian right-of-way
Lincoln Street / Barracks Street	Nov. 2017	Injury	Driver making a northbound left turn onto Barracks Street	Driver failed to yield to pedestrian right-of-way
Lincoln Street / Lake Street	June 2019	Injury	Driver making an eastbound left turn onto Lake Street	Driver failed to yield to pedestrian right-of-way
Lincoln Street (between Jeff Davis Street and College Drive)	Aug. 2020	Serious Injury	Vehicle traveling northbound made contact with bicycle on roadway	No additional information available

Table 6 further summarizes crash types and crash severity at the two highest volume downtown study intersections, and along Lincoln Street. As shown in Table 6, 22 crashes occurred at the Halibut Point Road-Sawmill Creek Road / Lake Street roundabout between 2015-2020. Most of these crashed were property-damage only crashes. Six crashes occurred at Lake Street / Lincoln Street between 2015-2020. Five of these crashes were property damage only (PDO) crashes, and the one injury crash involved a pedestrian, which was previously summarized in Table 5.

Table 6 – Study Intersection Crash Summary

Intersection or Segment		Crash Type			Severity			Total		
Segment	Angle	Side- swipe	Rear -end	Fixed Object	Ped/ Bike	Other	PDO	Injury	Fatal	
Lincoln St (between Lake St. and Katlian St.)	1	4	2	0	2	3	10	2	0	12
Lake Street / Lincoln Street	2	0	3	0	1	0	5	1	0	6
Halibut Point Road- Sawmill Creek Road / Lake Street	9	0	7	4	0	2	19	3	0	22

Outer Sitka Crash History

The most recent six years of crash data provided by DOT&PF was also reviewed in areas beyond the downtown study area to identify any crash trends within the larger Sitka area. Two specific trends were identified:

- Pedestrian or bicycle involved crashes in the vicinity of the Halibut Point Road / Peterson Avenue intersections, and
- Turning vehicle crashes and run-off-the-road vehicle crashes on Sawmill Creek Road and Halibut Point Road leading to injuries.

Pedestrian and Bicycle Crashes Near Halibut Point Road / Peterson Avenue

Pedestrian or bicycle crashes that occurred outside of the downtown area are displayed in Exhibit 12. As shown, there is a cluster of pedestrian and bicycle crashes near the Halibut Point Road / Peterson Avenue and Halibut Point Road / Brady Street intersections, and at the north end of Lake Street. This is an area of high pedestrian and bicycle traffic due to the proximity to Sitka High School and downtown Sitka. Of these crashes, six of the eight resulted in injuries, two being a serious injury.

All three pedestrian or bicycle crashes at the intersection of Halibut Point Road / Peterson Avenue involved a vehicle making a southbound left turn. There is an existing crosswalk across Peterson Avenue on the east leg of the Halibut Point Road / Peterson Avenue intersection, as well as a sidewalk and bicycle lane on both sides **Exhibit 12.**

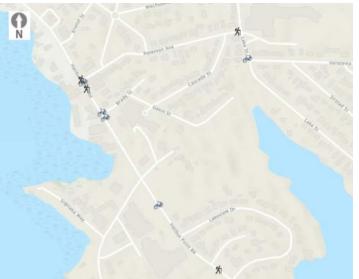


Exhibit 12. Pedestrian and Bicycle Crash Locations in Outer Sitka

of Halibut Point Road in this area. DOT&PF is planning an intersection improvement project at Halibut Point Road / Peterson Avenue for construction in 2023 which will provide additional illumination at the intersection.

One additional bicycle crash occurred along Halibut Point Road, just north of Kuhnle Drive (not captured in Exhibit 12). This crash involved a vehicle traveling southbound making contact with a bicycle on the roadway and resulted in an injury.

Sawmill Creek Road

Several minor or serious injury crashes were reported along Sawmill Creek Road. One serious injury crash occurred at the intersection of Sawmill Creek Road / Price Street. This was an angle crash involving two vehicles. Otherwise, all other recorded crashes were minor injury or property damage only. The most frequently cited cause of crashes along Sawmill Creek Road involved single-vehicle run-off-the road crashes.

Halibut Point Road

Many crashes were also reported along Halibut Point Road north of the downtown area. Two turning movement crashes were reported at the intersection of Halibut Point Road / Cascade Creek Road. Additionally, Halibut Point Road / Davidoff Street, Halibut Point Road / Nicole Drive, and Halibut Point

Road / Kincroft Way each had one reported angle crash resulting in an injury. Two rear-end injury crashes occurred at Halibut Point Road / Kramer Avenue.

The most frequently cited cause of crashes along Halibut Point Road involved run-off-road-the road vehicles, particularly further to the north along Halibut Point Road. These included two injury run-off-road crashes that were recorded near Halibut Point State Recreation Site, with one resulting in a serious injury.

A fatal bicycle crash occurred in March 2021 at Halibut Point Road / 2600 Block (driveway) involving a bicycle being struck by a vehicle. Additional crash information, including cause of the crash is currently not available.

Summer 2022 Safety Observations

- At the Lake Street / Lincoln Street intersection, prolonged delays experienced by pedestrians not utilizing the push button and vehicle delays due to other left-turning vehicles leads to frustration and some delayed pedestrians and vehicles moving through the intersection out of turn.
- CBS Emergency services staff noted that there has been at least one pedestrian involved collision at the Lake Street / Lincoln Street intersection in Summer 2022.
- Lack of direction or a defined route from Harrigan Centennial Hall to the Lincoln Street corridor leads to a high volume of pedestrians crossing Harbor Drive outside of an existing crosswalk, which frustrates vehicle drivers, and can impact coach bus ingress and egress from Harrigan Centennial Hall – this area is a safety concern for vehicles, bus drivers and pedestrians alike.
- DOT&PF crash data shows a trend of pedestrian and bicycle involved crashes along Halibut Point Road between Peterson Avenue and Brady Street. Pedestrian and bicycle safety in the area will be improved through the DOT&PF planned 2023 intersection improvement project.
- Outside of downtown Sitka, the most frequent type of vehicle crashes on Sawmill Creek Road and Halibut Point Road involved vehicles running off the roadway, with some turning vehicle crashes also resulting in injuries.

PEDESTRIAN CROSSING ANALYSIS

In addition to the key Sitka intersections already discussed, six additional locations were identified for further pedestrian crossing analyses considering:

- Observations of pedestrian and vehicular interactions
- Connectivity considerations and usage of crossing
- Pedestrian volumes
- Crash history

Lake Street at Seward Street

Currently, there is no striped crosswalk or crossing signage provided on Lake Street near Seward Street, though historically, a crosswalk was provided from Seward Street to Etolin Way, across Lake Street, as shown in Exhibit 13. Businesses in the area noted regular pedestrian activity in this area, in part due to it being the most direct route from the Aspen Suites hotel to Lincoln Street. The next closest crosswalks are located approximately 250 feet to the south at the Lincoln Street / Lake Street intersection or 550 feet to the north at the Halibut Point Road - Sawmill Creek Road / Lake Street roundabout.

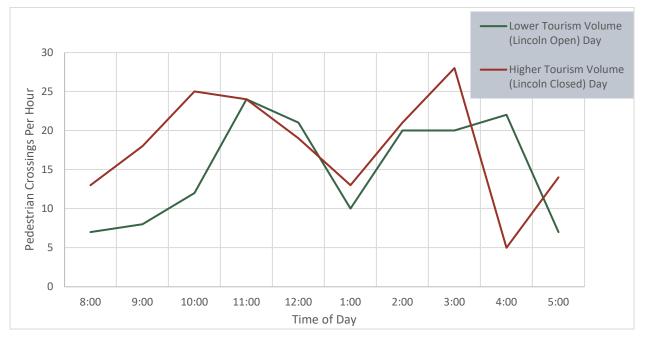


Exhibit 13. Historical Lake Street Crosswalk at Seward Street (Google Earth, 2011)

Pedestrian and vehicle volumes were collected at this intersection which showed anywhere from 5 to 28 pedestrians crossing Lake Street an hour from 8:00 AM to 6:00 PM, with pedestrian volumes exceeding 20 pedestrian crossings per hour during at least five hours of the day. As shown in Exhibit 14, hourly pedestrian volumes are somewhat higher on a higher volume tourism day when Lincoln Street is closed. Even on lower volume tourism days, pedestrian crossing volumes exceed 20 per hour five hours of the day.

DOT&PF crash data shows two vehicular crashes have occurred in this area, one involving a parked vehicle and vehicle-to-vehicle head on collision during icy conditions, but no history of pedestrian or bicycle involved crashes.

Due to vehicle queues from the Lincoln Street / Lake Street intersection frequently extending through this location, there are not consistent gaps in traffic for crossing pedestrians.





Midblock Harbor Drive (in front of Harrigan Centennial Hall)

Significant pedestrian crossing activity was observed on Harbor Drive in front of Harrigan Centennial Hall, midblock between the Lake Street / Lincoln Street intersection and the Maksoutoff Street crosswalk. Pedestrian crossing counts were collected, and daily pedestrian crossings are reported on Figure 5.

Cumulatively, more than 3,000 pedestrians per day cross Harbor Drive along the approximately 725 feet distance between the crosswalks provided at Lake Street / Lincoln Street and Harbor Drive / Maksoutoff Street. More pedestrians chose to cross Harbor Drive midbock daily than utilize the existing crosswalk at Maksoutoff Street.

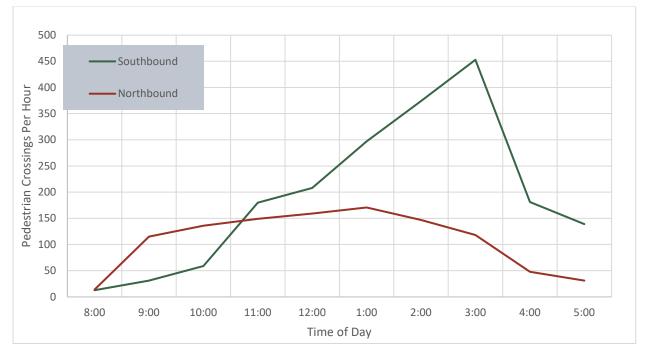


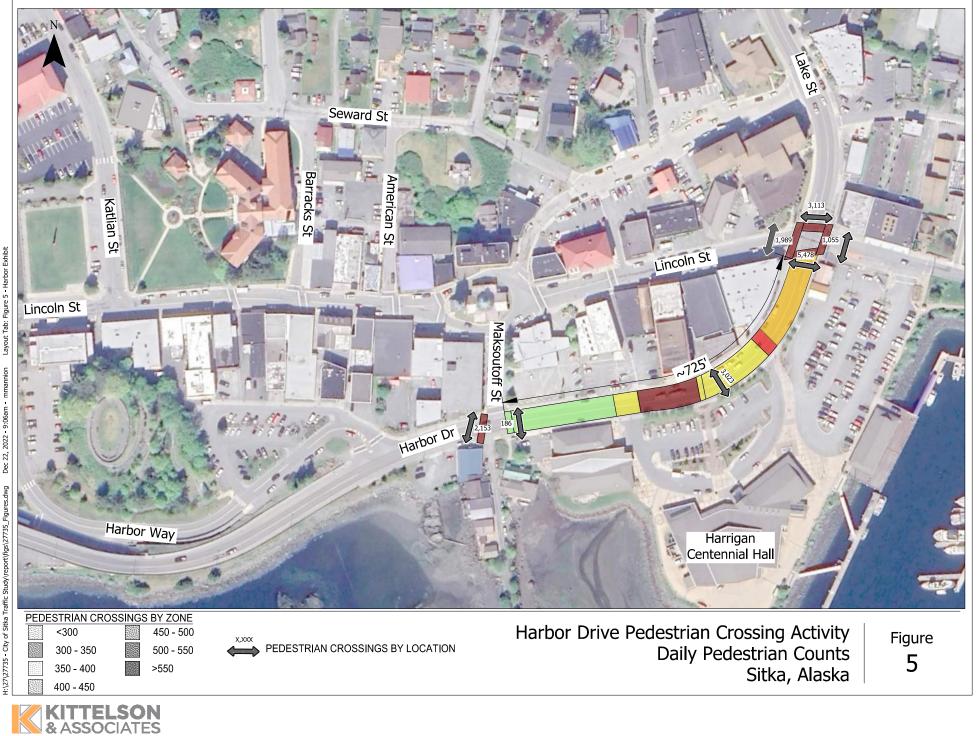
Photo 21 - Pedestrians cross Harbor Drive at the north Harrigan Centennial Hall Driveway

As shown in Exhibit 15, more than 200 pedestrians an hour crossed Harbor Drive every hour from 9:00 AM to 5:00 PM.

While the DOT&PF crash data showed no history of pedestrian and vehicle crashes along this segment, only one vehicle crash involving a sideswiped parked vehicle, regular conflicts between pedestrians and vehicles along Harbor Drive was cited by stakeholders and residents as very concerning.







Exhibit

Harbor Drive / Maksoutoff Street

The striped crosswalk at Maksoutouff Street is the only existing marked crosswalk on Harbor Drive other than the crossing opportunities provided at the Lake Street / Lincoln Street traffic signal. Vehicles are traveling downhill off the Harbor Bridge (northbound on Harbor Drive), leading to higher rates of speed. Adjacent on-street parking at this location was observed to impact sight lines and driver yielding behavior (photo).

Pedestrian count data at this location shows that just over 2,300 pedestrians a day cross Harbor Drive at Maksoutoff Street, with hourly pedestrian crossing volumes exceeding 100 pedestrian crossings per hour every hour 9:00 AM to 5:00 PM on a high volume cruise ship tourism day.



Photo 22 – Parked vehicle restricts pedestrian and approaching vehicle sight distance

DOT&PF crash data showed one crash at this intersection, which involved a parked vehicle but no pedestrians.

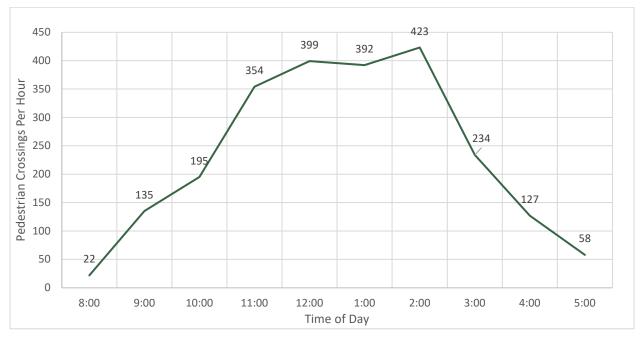


Exhibit 16. Harbor Drive at Maksoutoff Street Hourly Pedestrian Crossing Volumes

Harbor Way

Many pedestrians that reach the west end of Lincoln Street then try to navigate back to Harrigan Centennial Hall via Harbor Way, as shown on Exhibit 17. The natural route a pedestrian follows necessitates five road crossings, in part due to lack of sidewalk on the north side Harbor Way near Lincoln Street, and the skew and wide intersection width near the lightering facility under Harbor Drive bridge.

While pedestrian volumes and were not explicitly counted in this location, the indirect routing through this area was identified as an opportunity for improving pedestrian experience while in downtown Sitka, as noted on Exhibit 17. DOT&PF crash data showed no history of pedestrian and vehicle crashes along this segment.



Exhibit 17. Harbor Way Pedestrian Routing from Lincoln Street to Harrigan Centennial Hall

The upcoming DOT&PF Seawalk Extension project, shown in Exhibit 18, may be an opportunity to expand walkway options east of Harbor Drive, to provide more direct pedestrian routing between Lincoln Street and Harrigan Centennial Hall. If completed, pedestrians traveling to/from Harrigan Centennial Hall would not need to cross Harbor Drive or Way to reach Lincoln Street.



Exhibit 18. DOT&PF Seawalk Extension Concept Plan (CBS)

Raptor Way / Sawmill Creek Road

The Raptor Center is located just under a mile east of downtown Sitka and is a primary tourist activity. Many tourists on foot or bicycle were observed to travel along Sawmill Creek Road and through the Sitka National Historical Park trails to reach the Raptor Center via Raptor Way. No crosswalk or pedestrian signing is provided at the Sawmill Creek Road / Raptor Way intersection, though there is a striped crosswalk across Sawmill Creek Road approximately 850 feet to the south at Jarvis Street (where a nature trail connects to the Sitka National Historical Park) and 1500 feet to the west at Indian River Road.

As shown in Exhibit 19, pedestrian crossing volumes across Sawmill Creek Road exceed 20 crossings per hour 5 hours of the day (from 11:00 AM to 3:00 PM).



Photo 23 - Raptor Way at Sawmill Creek Road

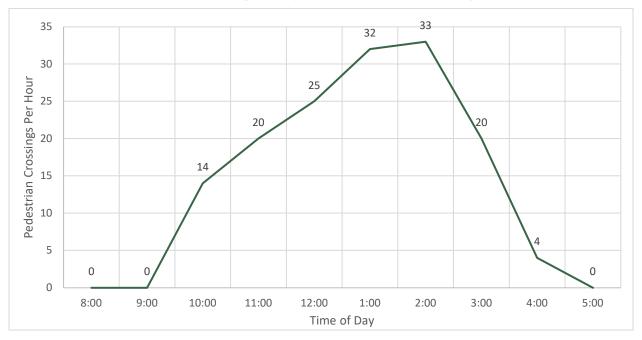


Exhibit 19. Sawmill Creek Road at Raptor Way Hourly Pedestrian Crossings

In 2019, the Federal Highway Administration (FHWA), in coordination with the National Park Service (NPS) and DOT&PF completed a safety audit along Sawmill Creek Road in the vicinity of the Raptor Center. The safety audit also noted evidence of a high volume crossing location for pedestrians and suggested evaluating this location for high-visibility crosswalk markings and signing, advance yielding to pedestrian signage, or further electrical treatments such as rectangular rapid-flashing beacons (RRFB) or Pedestrian Hybrid Beacon (PHB). A 2021 update to the report noted that DOT&PF installed pedestrian warning signs approximately 300 feet in advance of Raptor Way on each direction of Sawmill Creek Road.

DOT&PF crash data showed no history of pedestrian or vehicle crashes at this location.

Fortress of the Bear / Sawmill Creek Road

The Fortress of the Bear facility is located approximately 10 miles south of Sitka downtown and has experienced increased activity with the cruise ship tourism industry growth. Due to increased shuttle van and bus drop off activity in the loop immediately in front of the facility, Fortress moved their primary parking area to a leased gravel lot on the south side of Sawmill Creek Road several years ago, as shown in Exhibit 20. The relocation of the primary parking area has led to an increase in pedestrian activity across Sawmill Creek Road. There is also a nearby The Ride stop on the south side of Sawmill Creek Road.

Pedestrian counts, collected on a low volume tourism day and a higher volume tourism day showed a range of 165 to 362 daily pedestrian crossings between the parking lot and the Fortress facility depending on scale of tourist visitors on a given day. Additionally, as shown on Exhibit 21, hourly pedestrian volumes exceed 20 pedestrian crossings per hour 3 to 6 hours per day.

While field observations indicate relatively low conflicting vehicular and pedestrian crossing volumes, formalizing a pedestrian crossing would help to improve connectivity and circulation between the parking area and Fortress of the Bear facility.

DOT&PF crash data showed no history of pedestrian or vehicle collisions in this area.

Fortress of the Bear desires for the CBS and DOT&PF to coordinate the following transportation improvements:

- A crosswalk between their (leased) parking area and front access.
- A driveway curb cut on the southside of Sawmill Creek aligned with their north side loop in order for shuttles to safely turn around and re-access their property without having to make multiple turning movements.

Exhibit 20. Fortress of the Bear Overview



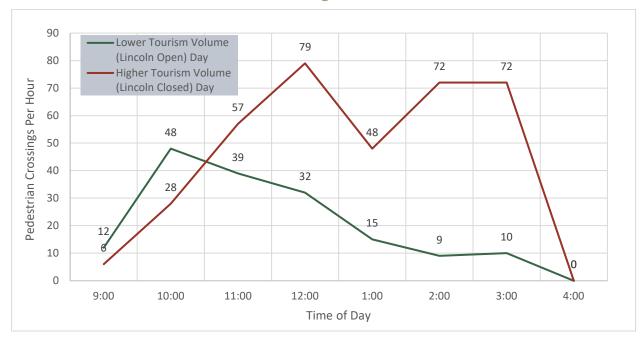


Exhibit 21. Sawmill Creek Road Pedestrian Crossings at Fortress of the Bear



Photo 24 – Pedestrians cross Sawmill Creek Road from the Fortress parking area to the main facility



Photo 25 – The Fortress desires a driveway/curb cut on the south side of Sawmill Creek Road for ease of drop-off vehicles departing the Fortress loop to enter the parking area

ADDITIONAL TRAFFIC RELATED FEEDBACK

- Many local stakeholders noted the lack of a bike path on Halibut Point Road and pointed to the Sawmill Creek Road pathway as a good example to encourage walking and biking.
 - Multiple residents noted that the increased bus traffic on Halibut Point Road feels less safe for biking on the roadway shoulder.
 - Peak hour traffic counts collected on Halibut Point Road at Peterson Avenue and at Cascade Creek Road show 10 to 20 bicyclists an hour utilize Halibut Point Road.
- Additional outdoor seating space and lighting downtown along Lincoln Street was requested as amenities that would further enhance the streetscape.
- Occasional midday public restroom observations were made at facilities near Crescent Harbor and along Lincoln Street – No external queues extending outside the facilities were observed.
- A lack of clarity in City code/enforceability of scooters and E-bikes on sidewalks complicates downtown circulation and enforceability. There are an increasing number of tour operators renting these devices adjacent to downtown.



Photo 26. Electric scooters and pedestrians share the Lake Street sidewalk

CONCLUSION AND POTENTIAL TREATMENTS

The traffic data and observations presented in this memorandum, in combination with community member and planning commission feedback, will be used as the basis for further intersection and pedestrian crossing analysis, cruise ship event management plans, and wayfinding to develop project recommendations that will be documented in a forthcoming Traffic Study Report.

Specific elements that may be further explored include:

- Further analysis and coordination with DOT&PF regarding improvements to the Lake Street / Lincoln Street intersection to address high delays, extensive queueing and to improve pedestrian safety. Potential solutions might include:
 - Addition of left-turn lanes to add turning capacity and remove turn vehicles from through lanes
 - Pedestrian phasing such as recall calls a pedestrian phase without button push by time of day or an exclusive pedestrian phase where all crossings happen at the same time
 - Simplified phasing in combination with Lincoln Street permanent reconfiguration, potentially to one-way vehicle travel
 - o Flagger control during peak periods for responsive traffic flow and pedestrian crossings
 - Next steps: screen feasible alternatives and conduct detailed traffic analysis and pedestrian modeling; develop intersection concepts and cost estimates
- Treatment recommendations for addressing extensive pedestrian crossing activity on Harbor Drive in front of Harrigan Centennial Hall and bus loading/unloading operations. Potential solutions might include:
 - More clear active wayfinding directing pedestrians to crossings, perhaps reinforced with crossing guards
 - Addition of a midblock crossing, perhaps with enhanced crossing treatments
 - Enhanced treatments, curb extensions and restriction of adjacent parking to improve sight distance and visibility of existing crossing at Maksoutoff Street
 - Flaggers to facilitate bus ingress/egress
 - Facilitate multiple simultaneous bus loading/unloading and optimized queueing with crowd control staff
 - Next steps: coordinate facility and bus operators; crosswalk evaluation; develop and assess crossing concepts and locations; develop wayfinding implementation plan
- Potential permanent infrastructure improvements on Lincoln Street and in the downtown core in lieu of or in conjunction with temporary closures. Improvements might include:
 - o Refining the visitor volume threshold and timing of temporary closures
 - Permanent reconfiguration as a one-way roadway
 - Permanent reconfiguration as shared street² to provide additional space for pedestrians
 - Seasonal traffic control features to reinforce pedestrian oriented areas
 - Next steps: conduct assessment of pedestrian flows based on cruise ship passengers; conduct a study to develop and screen Lincoln Street concepts; develop concept designs and cost estimates
- Further pedestrian crossing analysis and pedestrian treatment recommendations on Sawmill Creek Road at the Raptor Center and Fortress of the Bear.
 - Addition of crossing treatments such as cross walk striping and signage at both locations
 Next steps: conduct crosswalk evaluations and develop concepts
- Improvements to pedestrian circulation and wayfinding throughout downtown Sitka.
 - Especially to and from Centennial Hall, and along Harbor Drive
 - Reinstitution of a crossing of Harbor Drive at Seward Street potentially with curb extensions, cross walk striping and signing

² https://nacto.org/publication/urban-street-design-guide/streets/commercial-shared-street/

- Next steps: develop wayfinding assessment and recommendation plan; crossing evaluation
- Develop and refine cruise ship traffic control plan including both passive and active pedestrian and vehicle guidance and control.
 - Next steps: create interorganizational task force; expand detailed operations plan for varied cruise ship intensities

Appendix A Stakeholder Outreach Summary



Stakeholder Outreach Summary Memorandum

HUDDIF

September 13, 2022

Project# 27735

- To: Amy Ainslie, Planning Director City and Borough of Sitka 100 Lincoln Street Sitka, AK 99835
- Holly Spoth-Torres, Andrew Ooms, PE; Claire Dougherty, PE From:
- CC: PTS - Dan Kirsch, PE and Jenny Liljedahl, PE,
- RE: City of Sitka Traffic Study

STAKEHOLDER OUTREACH SUMMARY

Stakeholder outreach focused on the 2022 cruise ship season and the Lincoln Street closures was conducted in parallel with traffic data collection in August 2022 to give the team a genuine view into the real experiences of stakeholders. The project team received input and feedback through a variety of methods including:

- Stakeholder Interviews
- Community Feedback Line

Following is a summary of the outreach tools, process, and major takeaway themes.

Stakeholder Interview Summary

Stakeholder interview participants were identified by CBS staff and the project team. Participants were intended to be representative of a variety of individuals, businesses, agencies, and organizations who play a role in tourism, CBS operations and those impacted by traffic.

CBS Maintenance & Operations, Buildings/Grounds/Parks	Cruise Line Agencies of Alaska
Sitka Police Department	Sitka Sound Cruise Terminal
Sitka Fire Department	Alaska Coach Tours
State of Alaska Department of Transportation & Public Facilities	Visit Sitka/Sitka Chamber of Commerce
Harrigan Centennial Hall	CBS Harbors

Interview Methodology

Interviews were conducted by consultant staff. Following a brief overview of the purpose and goals of the Traffic Study, interviewers asked participants for their feedback on a variety of topics and questions, ranging from stakeholders' opinions on traffic and pedestrian circulation at various locations in Sitka, to their opinions on the 2022 Lincoln Street closures. All formal interviews were completed between August 8th and August 18th. In addition to formally identified and scheduled interviews, the project team spent two (2) days observing traffic patterns (August 9th and August 10th) and while doing so, completed dozens of informal interviews with visitors, downtown merchants, and staff of major tourist destinations.

Major Themes

Lincoln Street Closure

Overall, the logistics of the Lincoln Street closure is going very well for the agencies and organizations responsible for implementing the daily closures (CBS operations staff, emergency and safety personnel, and Visit Sitka). There is a communications protocol in place to respond to closure schedule adjustments due to shifts cruise ship schedules and estimated passenger counts, and the various departments and organizations are coordinating successfully. Agencies and organizations indicate that the closure was a little rocky at the beginning, but as residents and businesses become used to the process and know what to expect, things operate much, much more smoothly. Specific ideas from CBS and Visit Sitka staff for future adjustments include:

- More wayfinding and informational signs are needed on barriers to direct pedestrians and vehicles during closures.
- Consider more permanent infrastructure to assist with closures and circulation.

Informal discussions with merchants and locals indicated that at first, many were very skeptical of the Lincoln Street closure. However, after implementation of the closure many say that they have experienced very few negative impacts. Any impacts they do experience are outweighed by the huge benefits of pedestrian safety and an improved atmosphere on Lincoln Street. With few exceptions, businesses that provide services to local Sitkans are not experiencing significant impacts (banks, pharmacy). Businesses who serve locals, who indicated they were experiencing impacts due to the closure, generally didn't have an alternate parking or access point to their business. Additional, specific comments from informal interviews include:

- Most were glad that the threshold to close Lincoln Street was raised to 5,000.
- Some feel that 5,000 passenger count is still too low to close Lincoln Street.
- Many merchants would prefer visitors to be on a sidewalk and closer to their business, than in the middle of the street.
- An 11 AM closure time would significantly help delivery drivers needing access to Lincoln Street businesses.
- There should be more seating provided within the closure space.
- Some loved the restrooms, some did not. There was not an overall indication of consensus either way, however, it appears that the current restroom locations are not ideal for everyone.

Lake Street & Lincoln Street Intersection

Almost every stakeholder interview of Sitkans, both formal and informal, expressed concern and frustration about the Lake Street & Lincoln Street intersection. The intersection is often unavoidable to get to and from services. Motorists traveling southbound on Lake Street who make a left turn from Lake Street onto Lincoln Street cause congestion and delays because the left turn and through lane are a shared lane. Public safety personnel indicate that emergency response times could be impacted with the congestion in the area. Interviewees provided many suggestions to remedy the delays including removing the Harbor Drive street parking in front of Stereo North to provide room for a through lane and a variety of signal timing changes for both vehicles and pedestrians.

Pedestrian Circulation

Almost all interview participants stated that with increased numbers of pedestrians Downtown, more emphasis needs to be placed on wayfinding. Many agree that the new Visit Sitka wayfinding signs are beautiful and an amazing start, but the high flow of tourists who are unfamiliar with Sitka need even more directional assistance and general orientation. Interviewees expressed frustration and concern about the congestion and confusion of pedestrians at Harrigan Centennial Hall because visitor safety and experience is diminished. Visitors often don't know where to go, what to do, or how to find Downtown or their tour excursion. Specific comments heard multiple times include:

- Pedestrian circulation improvements should equitably distribute people throughout downtown
- Pedestrians frequently cross Harbor Drive in locations that do not have a crosswalk. Consideration should be given to add additional safe crossings.
- Pedestrian circulation through the Harrigan Centennial Hall parking lot and across Harbor Drive impacts coach bus ingress/egress



Downtown Parking

Some interviewees, both formal and informal, discussed availability of downtown parking as a concern. However, other interviewees stated that though they had previously thought the Lincoln Street closure would create a lack of downtown parking, that overtime they have not experienced it as an issue. Many indicated that every time they look for parking, they are successful finding a spot. Multiple interview participants indicated that increased parking enforcement has helped to ensure vehicles are following the rules, thus freeing up more parking. Additionally, most indicated that the relocation of RIDE to Lincoln Street is a successful change, freeing up 10 spots in the Crescent Harbor parking lot.

Community Feedback Line

CBS and Visit Sitka have established a Community Feedback line that gives anyone the opportunity to ask questions or provide feedback about the Lincoln Street Closures. The line (both telephone [907-747-4088] and email[sitkatourism@gmail.com]) is monitored by Visit Sitka staff and is reported monthly to the CBS staff.

Between May 13 and August 15 forty-five comments were received.

Related to traffic and the Lincoln Street Closure the comment log indicates very similar comments both positive and negative that the project team heard during the stakeholder interviews including:

- Comments in support of the Lincoln Street closure and commending the CBS for developing a tourism plan to accommodate increased visitation.
- Comments that don't support the Lincoln Street closure because of the impacts to businesses.
- Concerns with traffic congestion and delays at the Lake Street and Lincoln Street intersection.
- Concerns with tour bus noise and pollution.
- Concerns about the location and operating hours of the restrooms.
- Concerns about pedestrians not using crosswalks when crossing Harbor Drive
- Comments suggesting that the timing of the Lincoln Street closure could be reduced during the day.
- Many comments about needing more trash cans on Lincoln Street

A complete comment log can be found in the Appendix.

Appendix A Community Feedback Line Summaries

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CLOSURES

2022 Sitka Tourism Feedback Tracking

May 13-July 18, 2022

Date	Source	Concern Type	Submitter Type	Summary
5/13/2022	VS Staff Email	Lincoln St. Closure	Resident	Resident concerned that the street is deserted and needs some vibrancy
5/15/2022	CBS Staff Email	Maksoutoff Restrooms	Resident	Resident concerned that restroooms were going to be located on the Harbor Drive side of Maksoutoff Street.
5/18/2022	VS Staff Phone	Lincoln St. Restrooms	Business Manager	Business concerned with the location of the restrooms on Lincoln St. changing the character of the street and the view in front of their business and would like alternate locations to be considered.
5/21/2022	Sitka Tourism Email	Shore Excursion	Cruise Visitor	Cruise visitor's perception that a tour she went on was not following health safety prodicals
5/23/2022	Feedback Line	Unknown	Unknown	None
5/23/2022	Feedback Line	Lincoln St. Closure	Business Owner	Business Owner concerned with the conjestion with traffic at Lake and Lincoln intersection
6/3/2022	VS Email	Traffic Light@ Lincoln & Lake	Resident	Resident concerned with the conjestion with traffic at Lake and Lincoln intersection
6/5/2022	Shared with VS Staff	Lincoln St. Closure	Business Owner	Business owner concerned about tar from road patch being tracked in to his store.
6/7/2022	Shared with VS Staff	Lincoln St. Restrooms	Resident	Resident did not understand why the Lincoln St. restrooms were not open for Porch Fest, a community event on 6/4/22

Date	Source	Concern Type	Submitter Type	Summary
6/8/2022	Shared with VS Staff/Rover	Cruise Passenger Support Services/ & Roving Information Staff program	Business Owner	Business owners wanted to commend Visit Sitka and the City for development of the Cruise Passenger Support Services/ & Roving Information Staff program. They stated that this program is so wonderful and has been needed in the community.
6/8/2022	Sitka Tourism Email	Traffic Light@ Lincoln & Lake, restrooms on Lincoln Street	Resident	Resident concerned with the conjestion and traffic at Lake and Lincoln intersection & resident thinks potable restrooms shouldn't be on Lincoln Street.
6/8/2022	Sitka Tourism Email	Commending community on tourism plan	Resident	Commending the community on putting together a tourism plan to manage visitors. Commented on that the city should put the decorative flags back up on the street lamps and barricades need covers.
6/8/2022	Sitka Tourism Email	Concerned about the shuttle buses & e-bikes	Resident	Resident doesn't like the shuttle buses on the road or the e-bikes or bikes at all on the cross trail.
6/9/2022	Sitka Tourism Email	Traffic Light@ Lincoln & Lake	Resident	Resident wanted to share a possible solution to the traffic problem at Lake and Lincoln Street intersection. Suggested that a left turn lane be added with a left arrow.
6/9/2022	Feedback Line	Barricades on Lincoln Street	Resident	Resident doesn't think there should be barricades blocking Lincoln Street
6/9/2022	Sitka Tourism Email	Traffic Light@ Lincoln & Lake	Resident	Resident wanted to share a possible solution to the traffic problem at Lake and Lincoln Street intersection. Suggested that a left turn lane be added with a left arrow.
6/9/2022	Sitka Tourism Email	General Tourism	Resident	Resident is negative about tourism, doesn't like change
6/10/2022	Feedback Line	Lincon Street Closure	Resident	Resident gave positive feedback about downtown closure after initially expecting the worst.
6/13/2022	Sitka Tourism Email & Feedback line	Trash receptacles in downtown	Resident	Resident made suggestions about replacement of grey trash receptacles in downtown with brown bear proof cans.

Date	Source	Concern Type	Submitter Type	Summary
6/13/2022	Sitka Tourism Email	Lincoln Street Closure	Business Owner	Business owner is concerned that the street closure is hurting local business because people walking in the closed street are not being encouraged to go into the stores.
6/14/2022	Feedback Line	Lack of enough trash cans in the right places	Business	More trash cans near food booths, especially between The Cellar and City Hall.
6/14/2022	Feedback Line	Lincoln Street Closure	Resident	Resident gave his thoughts on benefits to the City overall on the closure of Lincoln Street. He didn't think it was overall profitable for the city, but didn't mind it. He was not crazy about the portable restrooms either, but had no other useful alternative.
6/15/2022	Feedback Line	Lack of enough trash cans in the right places	Business	More trash cans near food booths, especially between The Cellar and City Hall.
6/21/2022	Feedback Line	Lincoln St. Closure	Resident	He thinks closing off Lincoln Street is not necessary and more attention needs to be focused on the fishing fleet.
6/22/2022	Visit Sitka Phone Line	Visitors not using crosswalks at Harrigan Centennial	Resident	Visitors not using crosswalks at Harrigan Centennial when crossing Harbor Drive.
6/22/2022	VS Staff Email	General Tourism	International Visitor	Visitor loved trail system in Sitka.
6/23/2022	Sitka Tourism Email	Portable restrooms on Lincoln Street	Business Owner	Business owner wanted signage on portable restrooms so that visitors could find them better.
6/26/2022	Sitka Tourism Email	Traffic Light@ Lincoln & Lake and parking @ HCH	Resident	The taxi stand should not be 24-hours, so that parking spaces can be used at other times. Changing the traffic lanes at Lake & Lincoln Streets to a left turn lane and straight ahead with a right turn lane would help traffic congestion.
6/28/2022	Spoke to VS Sandy White	Lincoln Street Closure	Business Owner	Suggested that end times for closures should reflect the times the ships leave.

Date	Source	Concern Type	Submitter Type	Summary
6/29/2022	Spoke to VS Sandy White	No way to get to and from the airport	Visitors	The visitor center regularly receives calls regularly concerning how to get to and from the airport. The staff has received reports of a number of visitors being left stranded, having to walk to and from town with luggage. Locals have witnessed visitors walking to town after the midnight flight using the frieght carts to get their luggage to downtown hotels.
7/1/2022	Feedback Line	Lincoln Street Closure	Business Owner	Business owner likes street closure and would like to see more activities in the street during closure.
7/4/2022	Spoke to Visit Service Coordinator	Lincoln Street Closure, Garbage	Business Owner	Business owner said that street was trashy after the July 3rd Cruise Ship traffic. She wondered if on heavy days like that if the street could be sweeped.
7/8/2022	Spoke to Visit Service Coordinator	Lincoln Street Closure	Business Owner	Business owner asked if there was a planning committee formed for the planning of next years summer closures and activities. She would like to particpate and help.
7/11/2022	Sitka Tourism Email & Feedback line	Garbage	Resident	Resident is following up on his request of 6/13/22, where he requested the gray trash cans in downtown be replaced with the brown metal cans.
7/13/2022	Spoke to Visit Service Coordinator	Lincoln Street Closure	Business Owner	Business owner is still concerned that the street closure is hurting local business. He was not happy with the closure on the 13th. He thought it should not have happened.

Date	Source	Concern Type	Submitter Type	Summary
7/14/2022	Sitka Tourism Email	Lincoln Street Closure, Pedestrians @ HCH, Parking	Business	It should be noted that on many street closure days that the street is nearly empty by 3 pm. Opening the street to traffic at that time would benefit businesses needing to load or unload product. Flaggers or signs are needed to keep people from jaywalking in front of the HCH. Also, the 3-hour parking should be increased to give people/business owners and employees more flexibility.
7/14/2022	Feedback line	Lincoln Street Closure, Restrooms, Cell Phone Interuption, Transporation	Resident	Caller had four main issues: Lincoln Street closure times are too long, restrooms should be open for every event, ships cause cell phone interuption, big buses tear up the roads and ships and buses should pay for upkeep.
7/18/2022	Feedback line	Transportation	Resident	Unknown caller from 7/14/22 called back with more concerns. The focus was on transportation, specifically expanding The Ride bus service to the weekends, and to address needs of the small boat cruise business.
7/18/2022	CBS Planning Department	Pedestrians @ HCH	Business Owner	Business owner stated that signage is needed for directions to crosswalks at Lincoln and Maksoutoff coming out of Centennial Hall. Tourists jaywalking like crazy in front of Harrigan.

2022 Sitka Tourism Feedback Tracking

July 19- August 1, 2022

LINCOLN STREET

CLOSURES

Date	Source	Concern Type	Submitter Type	Summary
7/21/2022	Sitka Chamber Email	Visitor Misinformation	Business Owner	The merchant requested information concerning what food items were allowed back on board ship when passengers returned to their ship. The merchant also stated that they receive numerous questions from visitors concerning misinformation visitors were receiving about Sitka from their tour bus drivers.
7/27/2022	Spoke to Visit Center Staff	ADA Concerns	Visitors	Visiting couple expressed concern with having difficulty entering some stores due to wife's mobility issues.
7/27/2022	Spoke to Visit Service Coordinator	Pedestrians @ HCH	Business Staff	Downtown business staff relayed an incident concerning visitors crossing Harbor Drive in front of Harrigan Hall without using the cross walks.
7/28/2022	Visit Sitka Email	Transportation- Bikes	Resident	Resident is concerned about bike collisions with pedestrians on downtown sidewalks and has included flyers, graphics and PSA's to help mitigate the problem.
8/1/2022	Feedback Line	Traffic Noise	Resident	Resident is concerned about traffic noise. She wants something done about the loud tour buses.

LINCOLN STREET 2022 Sitka Tourism Feedback Tracking CLOSURES August 2-15, 2022							
Date	Source	Concern Type	Submitter Type	Recipient	Summary		
8/11/2022	Spoke to Visit Service Coordinator	Transportation	Business Staff	VS Sandy White	Downtown business staff relayed that he had heard from numerous visitors how difficult it was to get to and from the Airport and there needed to be a shuttle or other forms of transportation.		
8/15/2022	Spoke to Visit Service Coordinator	Lincoln Street Closures	Resident	VS Sandy White	Resident on the street positively commented to Visit Services Coodinator that he liked the new barracade covers that were being installed and thought they were attractive and would leave a positive empression on visitors to Sitka.		