

EXCERPTS FROM THE 2007 SITKA COMPREHENSIVE PLAN

(all caps sections were proposed changes – the final plan is still not available)

City Streets and Roads

2.3.5. To develop extensions to the existing street system that will serve the long-term needs of the residents directly served, the traveling public, safety needs and utility services; and to achieve the following objectives and policies;

A. Review minor and major subdivision standards for road and utility construction, weighing initial construction cost against life cycle costs.

B. Incorporate pedestrian and bicycle use of the street system in the design of improvements.
INCORPORATE USE OF THE STREET SYSTEM BY PUBLIC TRANSIT RIDERS,
PEDESTRIANS AND BICYCLISTS IN THE DESIGN OF STREET IMPROVEMENTS.
INCLUDE PUBLIC TRANSIT PULLOUTS IN LONG-RANGE ROAD DESIGNS.

2.7.1. To CONSIDER DEVELOPING AND IMPLEMENTING develop and implement a requirement for SIDEWALKS, BIKE PATHS, parks and/or green belts within all new major subdivisions, and develop a mechanism for community groups to maintain neighborhood parks and green belts.

2.11.5 Encourage healthy lifestyles in Sitka through the development of various activities that would encourage family, SENIOR, youth and community and participation. The healthy lifestyles' program would include the development of healthy activities, as well as an educational component that would include, BUT NOT BE LIMITED TO, the following.

A. Encourage healthy lifestyles for youth/children through school resources and peer support groups.

B. Promote adult/parental participation in health promotion activities.

C. Support the development of educational activities and recreational opportunities such as bike paths, SIDEWALKS, WALKING PATHS and health fairs.

EXCERPTS FROM THE 2007 SITKA COMPREHENSIVE PLAN (CONTINUED)

Bicycles

2.13.12. To provide education and public information and encouragement for bike safety, including:

A. WORK TOWARD IMPLEMENTING Develop and THE GOALS ESTABLISHED IN THE 2003 SITKA NONMOTORIZED TRANSPORTATION PLAN. *a Sitka Bicycle Safety plan, to include a danger assessment and identify and make recommendations to resolve bicycle safety concerns.*

B. WORK WITH THE POLICE AND FIRE COMMISSION TO IMPLEMENT GOAL #2 IN THE NON-MOTORIZED PLAN WHICH SUPPORTS AND ENCOURAGES SAFETY AND EDUCATION PROGRAMS FOR THE BENEFIT OF MOTORIZED AND NON-MOTORIZED USERS OF SITKA'S TRANSPORTATION SYSTEM. ENCOURAGE THE INVOLVEMENT OF SERVICE ORGANIZATIONS AND HEALTH CARE ORGANIZATIONS IN PURSUIT OF THESE GOALS. Develop a bicycle safety programs, a comprehensive bike education program aimed at both youth and adults.

C. Develop and implement bicycle safety ordinances and encourage safe riding practices.

2.13.13. Identify and implement development and improvement of bicycle facilities, including:

A. URGE THE STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION, TO DEVELOP (bike paths) MULTI-USE PATHWAYS on both sides of major roads, including the State highway from Starrigavan to Herring Cove, KEEPING THEM SEPARATED BY CURBS OR GREEN SPACE WHENEVER FEASIBLE..

B. Advocate to DOT for solutions to identified safety issues along Sawmill Creek by BACKING CONCEPTS LIKE A PEDESTRIAN/BICYCLE UNDERPASS AT SAWMILL CREEK HIGHWAY'S INDIAN RIVER BRIDGE OR SEPARATED MULTIUSE PATH FROM SHOTGUN ALLEY TO THE SAWMILL COVE PARK.

C. Improve winter maintenance on roads and (bike lanes) BIKEWAYS AND MULTI-USE PATHWAYS to permit use by cyclists throughout the year. SAFETY WILL BE IMPROVED BY KEEPING BIKE LANES CLEAN, FREE OF GLASS AND GRAVEL WITH WELL-PAINTED LINES AND IN GOOD REPAIR. THESE MAINTENANCE TASKS NEED TO BE RECOGNIZED BY DOT AND PUBLIC WORKS AS A PRIORITY.

D. WORK TOWARDS OBTAINING STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM(STIP) FUNDING FOR MAINTENANCE AND REPAIR OF HALIBUT POINT ROAD BIKE PATH.

C. Correct or, at a minimum, post signs in high priority problem areas warning of danger to bicyclists, as identified in the Sitka Bicycle Plan.

E. SEEK FUNDING TO develop alternate bike routes around congested or dangerous areas and a possible bike and pedestrian path through Moller Park to Lake Street.

F. WORK TOWARD DEVELOPING Develop a SINGLE-TRACK mountain bike accessible trail (and recreational use area along the old "Cross Trail" and possibly other locations) to provide off road places for mountain bikes to ride.

F. (Develop a long-range Comprehensive Sitka Bicycle Plan to plan for and implement future bicycle facilities for Sitka.)

G. WORK TOWARDS DEVELOPING A BMX BICYCLE AREA.