

Sawmill Cove Industrial Park
Sitka, AK

Transportation Impact Study – Summary Report
Final Draft

September 20, 2006

Prepared for:

City and Borough of Sitka
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EXECUTIVE SUMMARY

This report documents the results of a detailed transportation impact study prepared for the multi-purpose ocean dock that can serve cruise ships and other large vessels at the *Sawmill Cove Industrial Park* in Sitka, AK. As a conservative assessment, the impact analysis was conducted assuming peak cruise ship operations in Sitka, with up to 4 cruise ships in port that have a peak load of approximately 4,030 passengers. The cruise ship with the highest passenger-capacity would utilize the dock at Sawmill Cove, which was assumed to be 2,100 passengers. Including debarking crewmembers, an estimated total of 2,130 persons would require passenger transport between the cruise terminal and Sitka destinations and were assumed to be accommodated during peak hours of local traffic observed in the Sitka community.

The remaining cruise ships during this peak event were assumed to continue to use the current lightering system into downtown Sitka. In addition to the cruise ship activities, 200 new employees were assumed to be employed at the *Sawmill Cove Industrial Park*, and for analysis of future conditions in 2010, up to 360 new residential homes were assumed to be constructed along the Sawmill Creek Road corridor.

The study evaluated impacts to arterial roadways between the *Sawmill Cove Industrial Park* and existing major destination areas and three different bus passenger transfer/staging areas, analyzed detailed traffic operations with and without the multi-purpose dock at 13 key study intersections, assessed potential bus routing and operations for passenger transport, identified potential impacts to other public transportation and nonmotorized facilities, and made recommendations for site access and other vicinity transportation improvements.

Based upon the estimated increase in daily traffic volumes, all roadways are designed to carry this additional traffic demand, and thus, no roadway improvements are needed for traffic capacity. In general, the additional traffic demands generated by the *Sawmill Cove Industrial Park* would be similar to the years when the Alaska Pulp Company had 400 employees working three shifts at the site. Several key intersections along Sawmill Creek Road will require improvements; however, all of these improvements are needed now regardless of the project. Depending upon the routing of buses for passenger transfer, additional geometric intersection improvements may be necessary in order to accommodate larger turning radii.

It is recommended that the main dwell passenger transfer station for the *Sawmill Cove Industrial Park* be located at Crescent Harbor Visitor's Dock with Japonski Island serving as a staging facility for buses and additional bus parking when overflow occurs at Crescent Harbor Visitor's Dock. Additional staging area, circulation improvements and passenger amenities would be required at Crescent Harbor. New space surrounding the existing Centennial Hall offers the opportunity for additional bus shelters, improved circulation, expanded staging areas, vending machines, and/or call boxes to accommodate passengers while they wait to be transported back to the Sawmill Cove cruise ship terminal or other destinations. While this will be a focal point for passenger transfers, it will be important to disperse passengers to key destinations throughout the community directly from the *Sawmill Cove Industrial Park* in order to minimize bus staging needs, peak passenger demands, and to not require bus transfers between *Sawmill Cove Industrial Park* and key destinations.



INTRODUCTION

This summary report outlines key findings and conclusions of a Transportation Impact Study prepared for the proposed multi-purpose ocean dock for cruise ships at the *Sawmill Cove Industrial Park* in Sitka, AK. The study evaluated the following existing transportation conditions and transportation impacts associated with this project:

- Assessment of existing transportation conditions and operations through traffic data collection efforts and field reconnaissance.
- Estimation of increased daily, a.m. peak, and p.m. peak hour vehicle trips that would be generated within the community.
- Routing of increased daily, a.m. peak, and p.m. peak hour vehicle trips onto the vicinity roadway network.
- Analysis of roadway traffic volume impacts.
- Traffic operational analysis during a typical weekday a.m. peak and p.m. peak hour at thirteen (13) key study intersections in Sitka:
 1. *Halibut Point Road / Katlian Street / Moller Drive*
 2. *Halibut Point Road / Marine Street / Osprey Street*
 3. *Halibut Point Road / Erler Street*
 4. *Sawmill Creek Road / Lake Street*
 5. *Sawmill Creek Road / Park Street*
 6. *Sawmill Creek Road / Jeff Davis Street*
 7. *Sawmill Creek Road / Indian River Road*
 8. *Sawmill Creek Road / Jarvis Street*
 9. *Sawmill Creek Road / Price Street*
 10. *Lincoln Street / Jeff Davis Street*
 11. *Lincoln Street / Lake Street*
 12. *Lincoln Street / Katlian Street*
 13. *Harbor Drive / Harbor Way*
- Assessment of cruise ship passenger transfer station locations.
- Analysis of bus routing and operations.
- Analysis of public transportation and nonmotorized facility impacts.
- Evaluation of site access issues at Sawmill Cove.
- Identification of recommendations transportation improvements necessary to address existing and future acceptable levels of mobility and safety based upon City and Borough of Sitka (CBS) and Alaska State Department of Transportation & Public Facilities (ADOT&PF) standards and guidelines.



PROJECT DESCRIPTION

The *Sawmill Cove Industrial Park* project involves expanding an existing marine industrial park with construction of a multi-purpose ocean dock capable of serving cruise ships. The project site is located at the southeast end of the road system, approximately 5.2 miles from downtown Sitka. There are 3 existing driveways that could potentially provide access to the multi-purpose ocean dock, with 2 driveways located on the west side and 1 driveway on the north side of the project site. There is an additional driveway located on the west side of the project site that leads to the main office building on-site.

Public transit buses, private tour buses, excursion trip buses, and taxis would transport cruise passengers from the proposed project site to the downtown area of Sitka and major attractions within the community. A proposed bus parking and tour bus staging area would be provided on-site to the east of the multi-purpose ocean dock.

In addition to the cruise ship activities, 200 new employees were assumed to be located at the *Sawmill Cove Industrial Park*. Full build-out of the project is anticipated in the year 2010. A project site vicinity map and the conceptual terminal site plan are shown in **Figure 1**.

EXISTING CONDITIONS

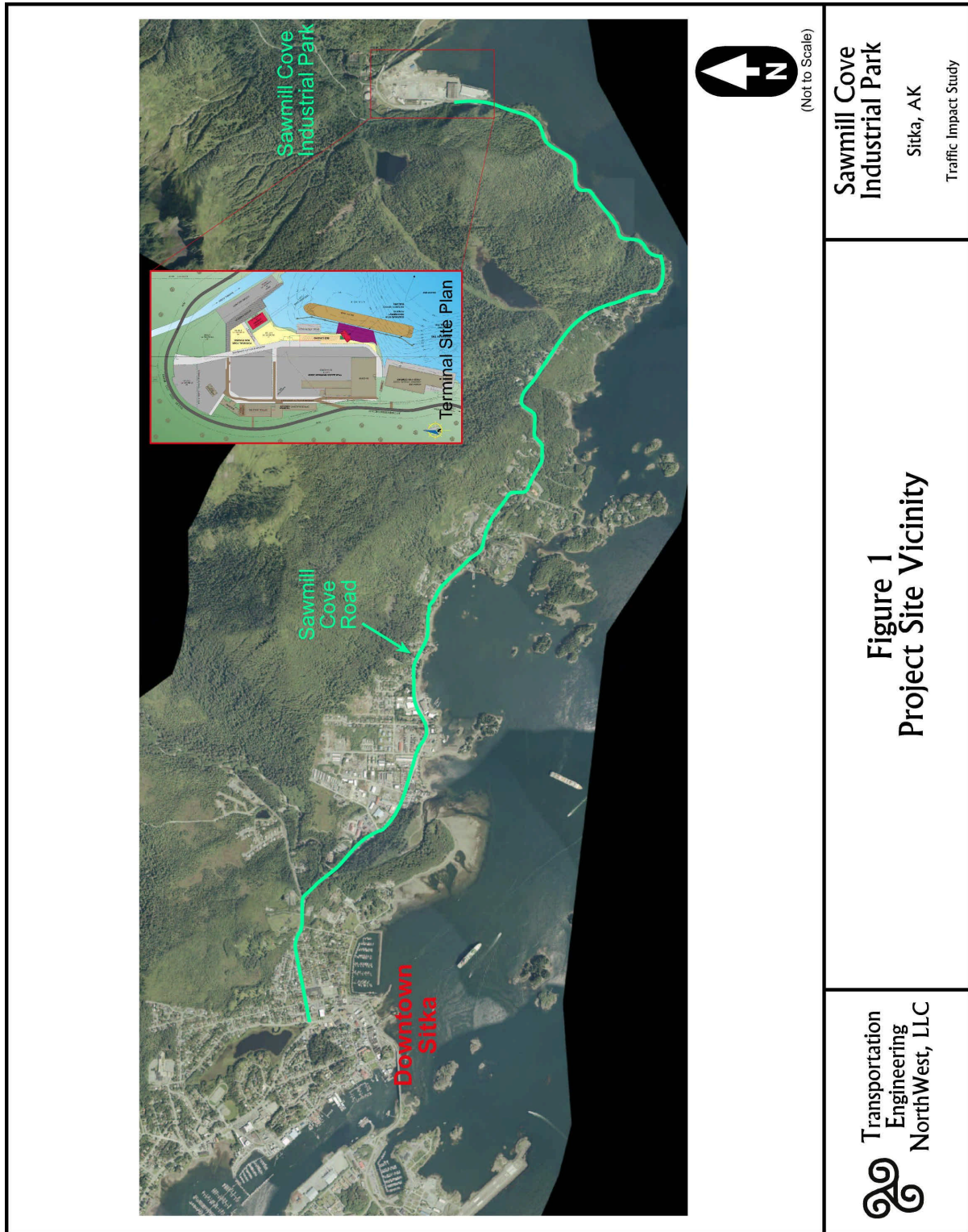
This briefly describes existing transportation system conditions in the study area. It includes a general inventory of existing roadways, traffic volumes during morning/afternoon peak hours and on a daily basis, cruise ship operations and services, public transportation services, nonmotorized transportation facilities, and planned roadway improvements.

Existing Roadway Conditions

Vicinity roadway characteristics that are documented in the detailed Transportation Impact Study include number of travel lanes, traffic control, posted speed limits, and shoulder types and widths. Existing arterial roadways that would be used as major routes for site access or would be utilized to transport or circulate cruise ship passengers/crewmembers and *Sawmill Cove Industrial Park* employees include:

- Halibut Point Road
- Sawmill Creek Road
- Katlian Street
- Lake Street
- Lincoln Street
- Harbor Way
- Harbor Drive





Existing Traffic Volumes

Average weekday daily traffic volumes (AWDT) represent the number of vehicles traveling a roadway segment over a 24-hour period on an average weekday. Peak hour traffic volumes represent the highest hourly volume of vehicles passing through an intersection during a typical 7-9 a.m. and 4-6 p.m. peak period. The Alaska Department of Transportation (ADOT) provided daily traffic counts from 2002 and 2005. Transportation Engineering Northwest, LLC conducted a.m. and p.m. peak hour turning movements counts at 13 key study intersections in May 2006.

Based on historical traffic volumes in the site vicinity, the weighted average growth rate within Sitka ranged between no growth to negative 3 percent over a 3-year period (2002 to 2005). This historical review indicates that no significant change in land use, population, or employment levels have occurred within Sitka during the past several years that have impacted traffic levels or changes in use patterns. To analyze a worst-case traffic scenario however, traffic volumes not counted in 2006 were factored by 1 percent per year to estimate year 2006 existing conditions.

Existing Intersection Levels of Service

Level of service (LOS) serves as an indicator of the quality of traffic flow at an intersection or road segment. The LOS grading ranges from A to F, such that LOS A is assigned when minimal delays are present and low volumes are experienced. LOS F indicates long delays and/or forced flow. **Table 1** summarizes the delay range for each level of service at signalized and unsignalized intersections. The methods used to calculate the levels of service are described in the updated *2000 Highway Capacity Manual* (Special Report 209, Transportation Research Board).

The measure of level of service at signalized intersections is average control delay, defined as the total time vehicles are stopped at an intersection approach during a specified time period divided by the number of vehicles departing from the approach in the same time period. For unsignalized intersections, level of service and estimate of average control delay is determined for each minor or controlled movement based upon a sequential analysis of gaps in the major traffic streams and conflicting traffic movements. In addition, given that unsignalized intersections create different driver expectations and congestion levels than signalized intersections, their delay criteria are lower.

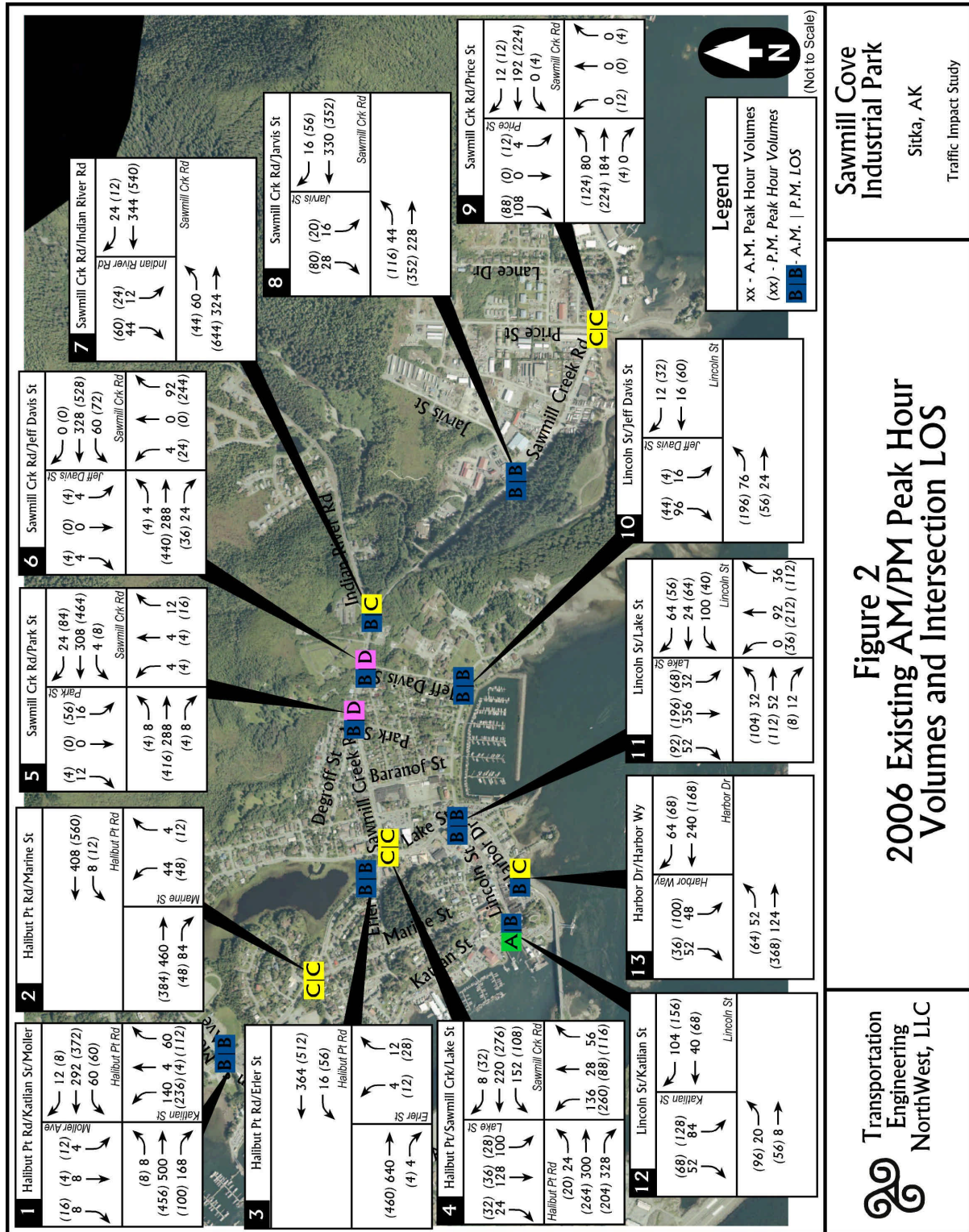
Figure 2 identifies existing a.m. peak/p.m. peak hour traffic volumes and intersection levels of service. **Figure 3** summarizes existing average weekday daily traffic volumes in the study area.

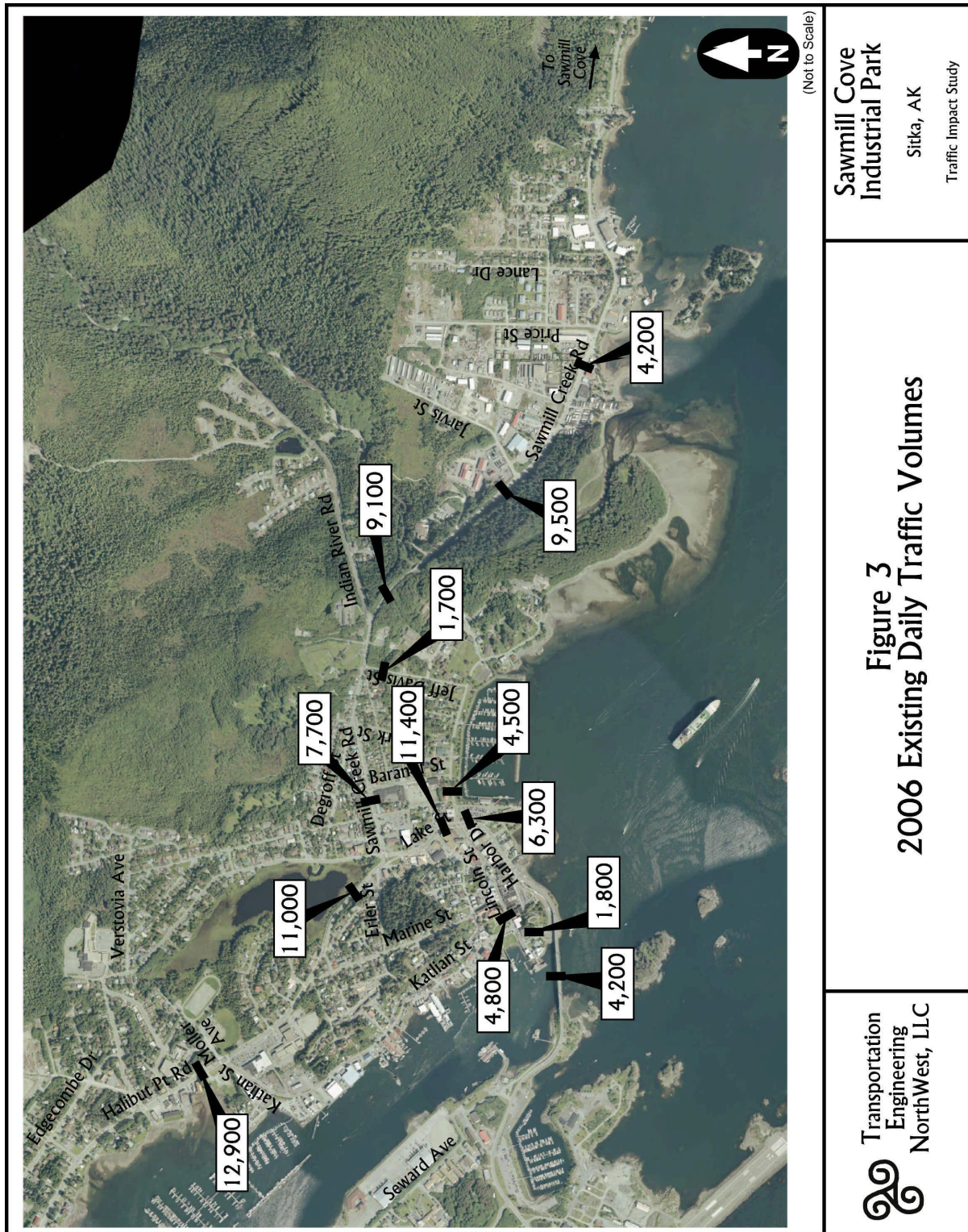
Table 1: Level of Service Criteria at Intersections

Level of Service	Signalized Intersection Delay Range (seconds/vehicle)	Unsignalized Intersection Delay Range (seconds/vehicle)
A	≤ 10	≤ 10
B	> 10 to ≤ 20	> 10 to ≤ 15
C	> 20 to ≤ 35	> 15 to ≤ 25
D	> 35 to ≤ 55	> 25 to ≤ 35
E	> 55 to ≤ 80	> 35 to ≤ 50
F	≥ 80	≥ 50

Source: "Highway Capacity Manual", Special Report 209, Transportation Research Board, 2000, Update.







Existing Cruise Ship Operations and Services

Cruise ship service is typically provided to Sitka daily between May and September. The average visitation schedule for large cruise ships is Monday through Friday. On weekends, service is only provided via small cruise ships and may be provided either one or both weekend days. Wednesday is typically the busiest day of the week with an average of 3 cruise ships in port.

Cruise ships capacities range in size between 70 and 2,124 passengers. The average cruise ship vessel capacity is 1,765 passengers with about 800 crewmembers. It is estimated that approximately 80 percent of passengers and 200 crewmembers currently leave the cruise ship to travel into the Sitka town based upon the present lightering system.

Table 2 shows passenger demand by year between 1996 and 2005. The 10-year average cruise ship demand was approximately 209,671 passengers. There is no steady increase in passenger demand as it tends to vary from year to year. The year 1996 was a high year with 252,256 passengers, and then from 1997 to 2000, demand decreased to below 200,000 passengers, and then increased in 2001 with 206,279 passengers. Between 2002 and 2005, demand increased to over 250,000 passengers in 2002 and 2003, but then decreased in 2004 and 2005 with demand in the 230,000-passenger range. The year 2003 experienced the highest demand with 256,782 passengers. The projected demand in 2006 is 267,602 passengers.

Table 2: Yearly Cruise Ship Passenger Demand (1996 to 2005)

Year	Total Passengers
1996	252,256
1997	183,562
1998	161,351
1999	168,024
2000	156,019
2001	206,279
2002	250,241
2003	256,782
2004	232,399
2005	229,793
10-year Average	209,671

Note: Passenger demand is based upon data provided by Cruise Line Agencies.

Table 3 summarizes average daily passenger demand between 2004 and 2006, with actual passenger data provided in 2004 and 2005 and maximum estimated passenger capacities provided in 2006. As shown, the average daily demand was 1,834 passengers with the peak daily demand occurring on Wednesdays with 4,029 passengers. On Wednesdays, most cruise ships arrive between 7 to 9 a.m. and depart between 4 to 6 p.m.



Table 3: Average Daily Cruise Ship Passenger Demand (2004 to 2006)

Year	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
2006¹	1,475	1,839	4,733	2,518	2,685	116	143	1,930
2005	2,047	630	3,710	1,697	3,148	147	721	1,729
2004	2,193	1,027	3,645	1,666	3,373	273	731	1,844
Average	1,905	1,165	4,029	1,960	3,069	179	532	1,834

Note: Passenger demand is based upon data provided by Cruise Line Agencies.

1 -Data for 2006 represents maximum estimated passenger capacities.

There is no existing area for cruise ships to dock along the Sitka waterfront. Passengers are currently lightered via shuttle boats from the cruise ship to one of two separate lightering docks on the Sitka waterfront, the Crescent Harbor Lightering Dock and the O'Connell Bridge Lightering Dock. Shuttle boats have a capacity of 80 people, with each cruise ship utilizing 4 shuttle boats to continuously shuttle people from the cruise ship and lightering docks.

Each boat shuttle takes an average of 30 minutes round trip (15 minutes one-way), which also includes loading times. The average port call is approximately 10 hours with peak periods at the first 2 hours a cruise ship is in dock, 2 hours during lunch, and the last 2 hours of the 10-hour port call day.

Excursion Trips

Cruise ship lines partner with local Sitka businesses to offer excursion trips to destinations within and in the vicinity of downtown Sitka. Existing excursion offerings in Sitka include:

- Sitka Bike and Hike offers 3-hour long bicycle/hiking tours, and 4-hour long bicycle tours which involve both walking and wildlife viewing opportunities.
- Alaska Travel Adventures operates 3-hour long kayaking tours.
- Sealife Discovery offers 2-hour long boat tours.
- Allen Marine Boat Tours operate 4 different tours that range between 2 and 3 hours long.
- Alaska Travel Adventures Unlimited Sportfishing offers 4-hour long fishing trips.

Public and Private Transportation Services

Sitka Public Transit (Community Ride) operates two fixed-route bus lines and a Paratransit (on-call system for handicapped and elderly passengers) line. The fixed-route system links downtown Sitka with residential areas and employment centers. Fixed-route service is provided Monday through Friday from 7:00 a.m. until 6:30 p.m. The Paratransit system is provided daily between 6:30 a.m. and 9:30 p.m. In 2005, the fixed-route system served 87 people per day and the on-call system served 85 people per day. Sitka Public Transit currently has 1 transit bus with a maximum capacity of 15 passengers. The public transit system plans to obtain 2 additional buses and also provide service to Sawmill Cove once funding is available.

Sitka Tribal Tours runs the privately operated Visitor Transit Bus, which only operates when ships of more than 1,000 passengers are in port. Service is provided from 8:00/8:30 a.m. until 4:00/4:30 p.m. every hour with 7 stops along its route, including the National Historical Park,

Sheldon Jackson Museum, Alaska Raptor Center, Made in Sitka & Native Dancers, Central Town & Shopping, O'Connell Bridge Ship Dock, and Centennial Hall Ship Dock.

Sitka Tours is a major private passenger bus provider within downtown Sitka that serves the cruise ship lines. Sitka Tours acts as a private tour operator providing a scenic tour with four stops in downtown Sitka. Additionally, Sitka Tour buses provide passenger transfers between cruise ships and excursion trips including Sitka Bike & Hike, Alaska Travel Adventures, Allen Marine Boat Tour, and Alaska Travel Adventures Unlimited Sportfishing.

There is an existing bus shelter located on Harbor Drive south of Lincoln Street.

Nonmotorized Transportation Facilities

Within downtown Sitka, raised sidewalks are provided on most roadways. Raised sidewalks and bicycle lanes are provided on Halibut Point Road. Raised sidewalks and paved shoulders are provided on Sawmill Creek Road. A multi-purpose paved pathway is provided on the south side of Sawmill Creek Road between Jeff Davis Street and Jarvis Street, and extends to Shotgun Alley as a widened roadway shoulder.

Nonmotorized traffic counts were taken during the a.m. and p.m. peak hour at critical intersections within Sitka, with results summarized in **Table 4**. As shown, there is a high number of bicycle and pedestrian use, most notably at Intersection #11 – Lincoln Street at Lake Street, which is a major intersection in downtown Sitka.

Table 4: Existing Pedestrian and Bicycle Traffic Counts

Intersection	A.M. Peak Hour	P.M. Peak Hour
#2 – Halibut Pt Rd at Marine St/Osprey St	44	70
#7 – Sawmill Creek Rd at Indian River Rd	20	35
#10 – Lincoln St at Jeff Davis St	24	35
#11 – Lincoln Street at Lake Street	45	292

Planned Roadway Improvements

The City and Borough of Sitka identified the following transportation-capacity improvement projects that would be impacted by increased vehicular trips from the *Sawmill Cove Industrial Park* project:

- **Sawmill Creek Road at Lake Street.** ADOT&PF is proposing to construct a roundabout and reconfigure the intersection. Construction for the roundabout is anticipated to begin in Spring of 2007.
- **Sawmill Creek Road at Park Street/DeGross Street.** Restrict westbound right-turn movements from Sawmill Creek Road onto DeGross Street. *This is a proposed temporary improvement and will be evaluated further by the City and Borough of Sitka as a permanent improvement.*

For a conservative analysis, none of the improvements identified above were assumed to be complete or in place by 2010.



TRANSPORTATION IMPACT ANALYSIS

The following section highlights key assumptions, findings, and conclusions of transportation impacts associated with the cruise ship terminal at the *Sawmill Cove Industrial Park*. The summary includes non-project related traffic forecasts, new trips estimated to be generated by the project, cruise ship passenger transfer stations, bus routing and operations, distribution and assignment of new project trips, impacts on levels of service at significant roadways and intersections, public transportation, nonmotorized facilities, and site access.

Non-Project Traffic Forecasts

For the purpose of this traffic analysis, year 2010 was selected as the build-out year based upon full completion and utilization of the *Sawmill Cove Industrial Park* marine industrial development. Historical traffic volumes indicate a flat to negative growth rate between 2002 and 2005. However to evaluate a worst-case traffic scenario, existing traffic volumes in the year 2006 were factored by 1 percent per year to estimate year 2010 baseline conditions.

In addition to the background growth rate, traffic volumes from potential future residential development along Sawmill Creek Road was estimated. Based upon existing zoning of unplatted land, approximately 360 new residential homes were assumed to be constructed and occupied by 2010 that would require access and would generate new traffic demand along Sawmill Creek Road.

Project Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition, 2003, would normally be used to estimate trip generation for the proposed land use. However, no land use information in the ITE *Trip Generation* would be applicable to the cruise terminal activities at the *Sawmill Cove Industrial Park* project, therefore, an activities-based or use-profile approach was used to estimate project trip generation. The following paragraphs summarize the assumptions and trip generation estimates of the project based on review of historical and anticipated future cruise ship demand in Sitka. These figures were derived from local interviews with marine, cruise industry, and tour operators within Sitka.

A “worst-case” trip generation scenario was determined based upon the following:

1. Wednesday was determined to be the peak day with up to 4 cruise ships in port and was therefore used to determine trip generation since it would generate the most trips within Sitka (average of 4,029 passengers over a 3-year period between 2004 and 2006).
2. There would be one cruise ship at the proposed Sawmill Cove dock and up to 3 cruise ships that would continue using the current lightering system. It was assumed that the cruise ship with the highest number of passengers would utilize the dock at Sawmill Cove, which was assumed to be 2,100 passengers.
3. Assumes that all passengers and crewmembers traveling within Sitka will be accommodated during the p.m. peak hour.



Trip generation estimates was based upon the following three use types:

- Cruise Ship Passengers and Crewmembers
- Sawmill Cove Industrial Park Employees
- Future Tourist Attractions On-Site

Cruise Ship Passengers and Crewmembers

It was assumed that the cruise ship with the highest number of passengers would utilize the dock at Sawmill Cove, which was assumed to be 2,100 passengers. Cruise Line Agencies estimated that 92 percent of passengers leave the cruise ship when it is docked, therefore, approximately 1,930 passengers would travel to/from Sitka. Additionally, there were assumed to be 800 crewmembers on the cruise ship, of which approximately 25 percent would travel to/from Sitka, resulting in 200 crewmembers. This results in a total of approximately 2,130 passengers and crewmembers available for transport between the cruise ship and Sitka destinations.

Table 5 summarizes how the passengers and crewmembers would be transported assuming that they would use public transit buses, private tour buses, excursion trip buses, and taxis. Average passenger occupancy was estimated through interviews with local operators and is based upon existing utilization and the relative proportion of existing ridership or use by transport type. As shown in **Table 5**, these assumptions result in a total estimate of 81 public transit buses, private tour buses, excursion trip buses, or taxis that would be needed to transport passengers and crewmembers between the cruise ship and Sitka destinations within a one-hour time period.

Table 5: Transport Type for Cruise Ship Passengers & Crewmembers within One Hour

Transport Type	# of Transport Vehicles ¹	Average Passenger Occupancy ²	Total Passengers & Crewmembers
Public Transit Buses	2	15	30
Private Tour Buses	59	30	1,770
Excursion Trip Buses	10	30	300
Taxis	10	3	30
Total	81	--	2,130

1 – 1 transport vehicle is equal to a one-way trip.

2 – Based upon interviews with public transit, private tour, and excursion trip operators.

One transport vehicle is equal to a single one-way trip. Of the 81 transport vehicles, it was assumed that 75 percent would be utilized during the a.m. peak hour and 100 percent during the p.m. peak hour (“worst-case”). Furthermore, there would be a 45/55 percent split during the a.m. peak hour, and a 55/45 percent split during the p.m. peak hour for vehicles entering and exiting the site. Daily trips were assumed to be approximately 4 times greater than p.m. peak hour trips, which is a conservative estimate since once passengers leave the ship and then return to the ship, it is unlikely they will return to town. This assumption results in approximately 4 round trips for every transport vehicle every day. Resulting vehicle trip generation for the cruise ship passenger transfers is summarized in **Table 6**.

Table 6: Vehicle Trip Generation for Cruise Ship Passenger Transfers

Trip Type	A.M. Peak			P.M. Peak			Daily Trips
	Enter	Exit	Trips	Enter	Exit	Trips	
Cruise Ship	55	65	120	90	70	160	650



Sawmill Cove Employees

There are assumed to be 200 new employees on-site with the proposed development. Of the 200 employees, one-third was assumed to utilize the site during both the a.m. and p.m. peak hours resulting in the trip generation shown in **Table 7**. Daily trips were assumed to be 1.25 times greater than p.m. peak hour trips, taking into account when employees arrive and exit and potentially leave the site on breaks, errands, and/or lunch.

Table 7: Trip Generation for Sawmill Cove Employees

Trip Type	A.M. Peak			P.M. Peak			Daily Trips
	Enter	Exit	Trips	Enter	Exit	Trips	
Sawmill Cove Employees	60	10	70	10	60	70	500

Future Tourist Attractions On-Site

There is the potential for future tourist attractions on-site. Travel to/from Sawmill Cove would be coordinated such that tour buses would simultaneously drop people off and pick up passengers/crewmembers from other cruise lines at the lightering docks and the cruise ship docked at Sawmill Cove. Therefore, no new trips were assumed to account for this trip type.

Project Trip Generation Summary

Table 8 summarizes estimated net trip generation by the proposed action. As shown, a total of approximately 1,150 daily, 190 a.m. peak hour (115 entering and 75 exiting), and 230 p.m. peak hour vehicular trips (100 entering and 130 exiting) would be generated at full build-out.

Table 8: Project Trip Generation

Land Use	A.M. Peak			P.M. Peak			Daily Trips
	Enter	Exit	Trips	Enter	Exit	Trips	
Cruise Ship	55	65	120	90	70	160	650
Sawmill Cove Employees	60	10	70	10	60	70	500
Total Trip Generation	115	75	190	100	130	230	1,150

Cruise Ship Passenger Transfer Stations

Passengers will need to be routed to/from Sawmill Cove Industrial Park and downtown Sitka via specific passenger transfer stations at key locations throughout town, which includes both **dwelling** and **destination** areas. A review was conducted to determine the most feasible location for the main dwelling passenger transfer station and key locations are identified below for destination passengers transfer stations.

There are two types of passenger transfer stations and include the following:

1. **Dwelling areas** are bus staging locations where passengers would be picked up and dropped off to travel to/from the cruise ship at Sawmill Cove.
2. **Destination areas** are locations where passengers would be picked up and dropped off between major attraction spots within Sitka.

Potential **dwelling** passenger transfer stations would be the following:



1. Crescent Harbor Visitor's Dock
2. Sheldon Jackson College/Museum
3. Baranof Elementary School
4. Japonski Island in the vicinity of the University of Alaska Southeast Sitka Campus

Destination passenger transfer stations would be the following:

1. Alaska Raptor Center
2. Sitka National Historical Park
3. Within downtown Sitka on Lincoln Street in the vicinity of St. Michael's Cathedral

Potential dwell passenger transfer stations and actual destination passenger transfer stations that were evaluated are shown in **Figure 4**.

Table 9 compares each of the proposed dwell passenger transfer stations in terms of staging needs, potential street upgrades, pedestrian access, and close proximity to other destinations. As summarized below, both Sheldon Jackson College/Museum and Baranof Elementary School would both require upgrades in a load/unload section and bus staging areas, and improve signage to minimize conflicts between current users on-site and future cruise ship users. Additionally, when school is in session (especially at the elementary school), there could be potential transportation conflicts and safety issues between cruise ship traffic and school traffic. Neither site would meet full or partial requirements of a new dwell passenger transfer station.

Crescent Harbor Visitor's Dock serves existing bus traffic, tourism activities, and appears to be the best location with its existing load/unload area, parking area, pedestrian access, and close proximity to major destinations within downtown Sitka. The only limitation to this location is the potential for overflow of buses to occur. Therefore, it is recommended that the main dwell passenger transfer station be located at Crescent Harbor Visitor's Dock with Japonski Island serving as a staging facility for buses when overflow of occur.

Additional bus shelters, expanded staging areas, vending machines, and/or call boxes may be provided at dwell and destination passenger transfer stations to accommodate passengers while they wait to be transported back to the cruise ship terminal.

Bus Routing and Operations

In order to minimize traffic to the downtown Sitka core, three potential routes were evaluated for travel between the proposed cruise ship dock at Sawmill Cove and the Crescent Harbor Visitor's Dock dwell passenger transfer station, and Lincoln Street destination passenger transfer station. These bus routes included the following:

1. Sawmill Creek Road to/from Lake Street to/from Crescent Harbor Visitor's Dock passenger transfer station.
2. Sawmill Creek Road to/from Jeff Davis Street to/from Crescent Harbor Visitor's Dock passenger transfer station.
3. Sawmill Creek Road to Lake Street to Harbor Drive to Harbor Way to the passenger transfer station on Lincoln Street.



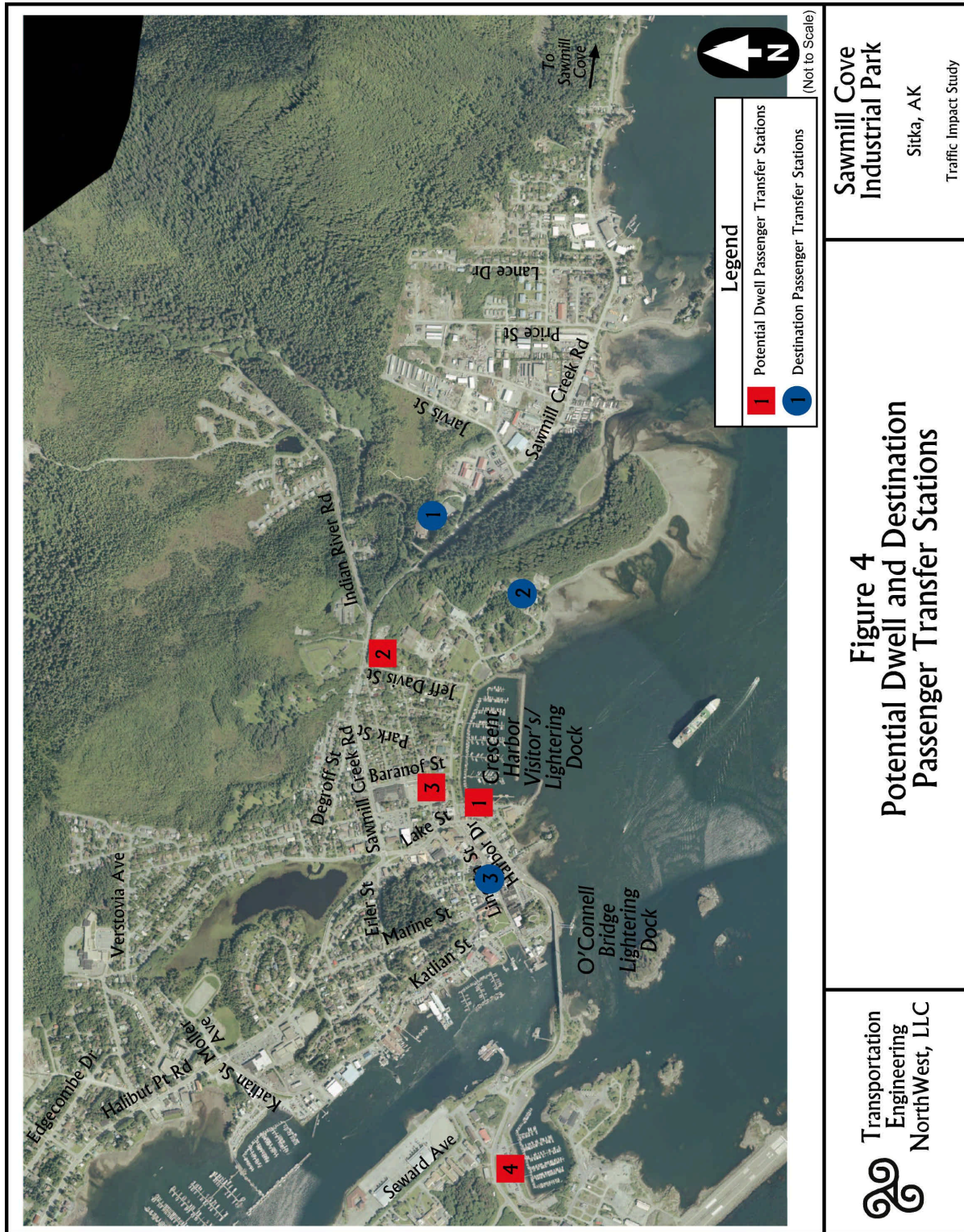


Table 9: Dwell Passenger Transfer Station Comparisons

Potential Dwell Station	Bus Staging - Load/Unload	Bus Staging - Parking	Pedestrian Access	Transportation Conflicts	Potential Upgrades
Crescent Harbor Visitor's Dock	Serves existing buses, therefore, load/unload sections are already provided. Potential for expansion/staging around existing building.	Parking is provided. However, with the large number of buses, overflow may occur.	Offers excellent pedestrian access with equal walking distance to the downtown cathedral, bridge, waterfront, and Sitka National Historical Park.	This site serves existing bus traffic and would not create any significant additional conflicts.	Would require expansion/upgrade of load/unload facilities and staging area. Additional off-site staging would be necessary.
Sheldon Jackson College/Museum (adjacent to Sawmill Creek Road/Jeff Davis Road intersection)	No significant load/unload sections are currently provided but could be created on property located at southeast corner of Sawmill Creek Road and Jeff Davis Road.	Property located at southeast corner of Sawmill Creek Road and Jeff Davis Road could be developed for both staging and load/unload operations.	This location is further to the east of downtown area but it is within walking distance. Would not provide direct access into most tourist destinations.	May create conflicts between college traffic and cruise ship traffic when school is in session. Would require access to new staging area.	New access, roadway and site access improvements on Sawmill Creek Road and Jeff Davis Road to accommodate bus traffic & access.
Baranof Elementary School	No load/unload sections are currently provided but could be constructed on extension of Etolin Way between Monastery Street and Baranof Street.	Limited parking and would conflict with elementary school bus circulation and student load/unload. No significant staging area is available or could be constructed.	This is located downtown within close proximity to all sites and would provide good pedestrian access to many downtown destinations.	May create conflicts between school traffic and cruise ship traffic when school is in session. Potential safety issues between school children and cruise traffic.	Would impact existing school grounds and require upgrade to Baranof Street and extension and upgrade of Etolin Way from Lake Street to Baranof Street.
Japonski Island (within Marina parking along Harbor Drive)	No load/unload sections are currently provided but could be accommodated.	Plenty of parking and creation of a formalized staging area would result in minimal impacts.	This is located over the bridge in remote part of town and is much further to walk than other identified site locations.	No significant conflicts could occur if used as a staging area only.	Would need to formalize a load/unload area within existing parking areas.

If any routing along Jeff Davis Street is considered, reconstruction of its intersection with Lincoln Street would be required to provide for adequate bus turning radii at the intersection. This would include widening of the southbound and eastbound approach for bus turning.

Bus Operations

Based upon the project trip generation, the dwell passenger transfer station at Crescent Harbor may need to accommodate a maximum of 81 buses/taxis over the course of a peak transfer hour if all passenger transfers were concentrated at a single location. Under this operational assumption, passenger transport traffic should be scheduled at either 10 or 15 minute intervals in order to minimize overflow parking at the recommended dwell passenger transfer station. Relative trip distribution by destination area however, would minimize concentration of transport vehicles and is discussed further below.

Trip Distribution and Assignment

Using standard engineering practices and guidelines, new vehicle trips generated by the proposed *Sawmill Cove Industrial Park* development were distributed and assigned to the surrounding street system based on existing traffic patterns, known tourist attraction sites, known excursion trip



locations, proposed passenger transfer areas, and bus routing identified above. Transport vehicle trip distribution was assumed to follow these patterns from the proposed site:

- 4 percent to the northwest on Halibut Point Road.
- 15 percent to the Alaska Raptor Center.
- 10 percent to Japonski Island.
- 15 percent to the Sitka National Historical Park.
- 1 percent to the southeast on Sawmill Creek Road to Green & Blue Lakes.
- 55 percent to downtown Sitka passenger transfer stations at Crescent Harbor Visitor's Dock (40 percent) and on Lincoln Street (15 percent).

Based upon this distribution, the Crescent Harbor Visitor's Dock would experience a maximum demand of 32 buses during peak transfer hours. Recommended improvements to the Crescent Harbor Visitor's Dock would accommodate a maximum of 15 buses. Bus overflow and staging for this dwell passenger transfer station could be provided on the Japonski Island staging area.

Traffic Volume Impacts

Figure 5 summarizes daily traffic volume impacts. Sawmill Creek Road would increase by roughly 500 vehicles west of Baranof Street to approximately 1,100 vehicles between Jarvis Street and Price Street. Lake Street would increase by about 500 vehicles south of Oja Way to approximately 800 vehicles south of Lincoln Street. All other roadways would experience an increase less than 300 vehicles per day. All roadways analyzed are designed to carry this additional traffic demand, and thus, no roadway improvements are needed for traffic capacity. **Attachment A** provides detailed forecasts and proportional shares of project traffic increases.

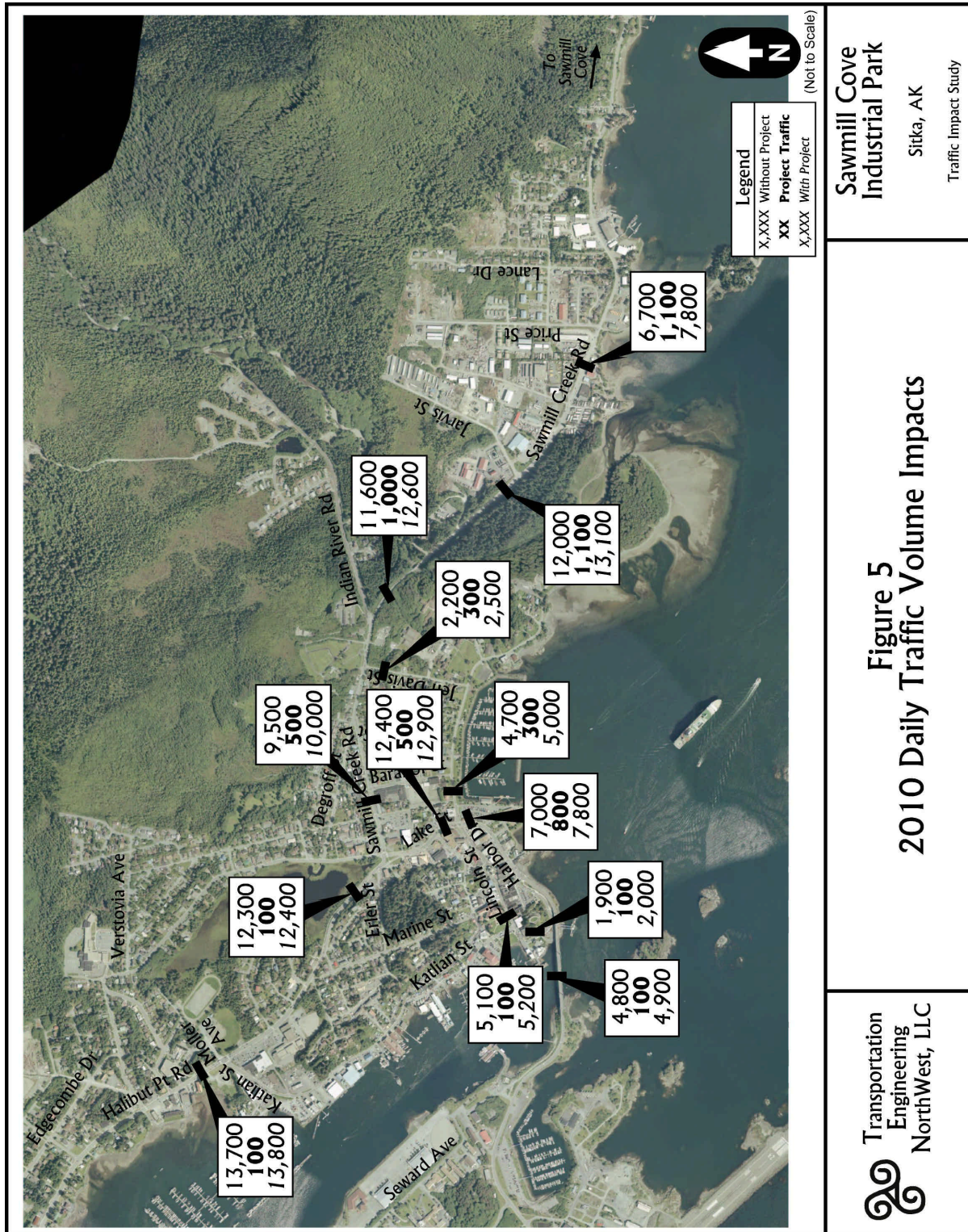
Prior to the sawmill closure in 1993, approximately 400 employees operating three, 8-hour shifts every day were located at Sawmill Cove. Employee trips alone would have generated approximately 800 daily vehicle trips on Sawmill Creek Road east of Price Street. When considering other miscellaneous business trips and other supporting trips generated by the sawmill, a similar level in daily traffic loads would have been generated to those levels estimated under the proposed cruise ship terminal and associated passenger transfers.

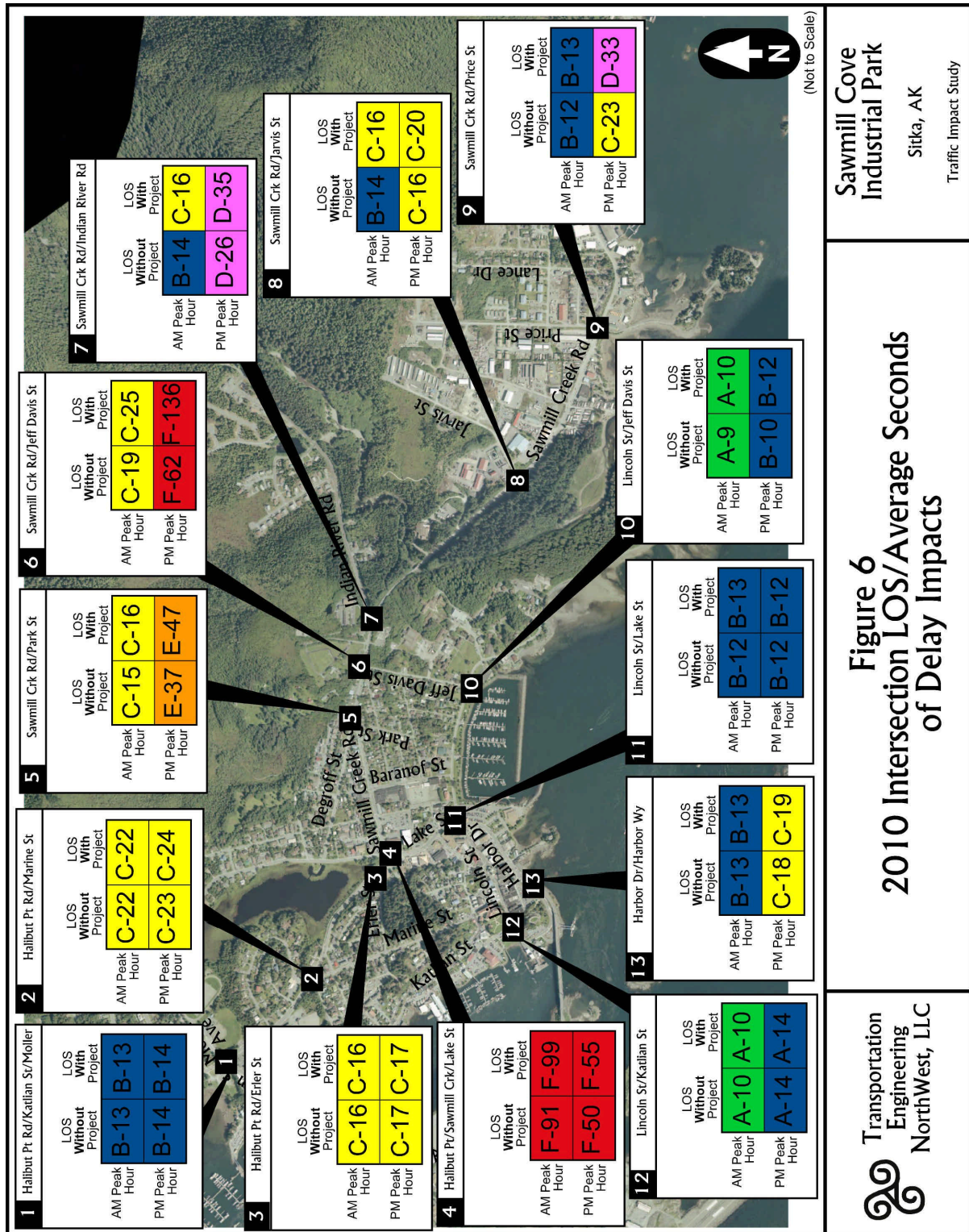
Intersection Level of Service Impacts

Future traffic operations were evaluated in 2010 with and without the *Sawmill Cove Industrial Park* project during both a.m. peak and p.m. peak hour periods. **Figure 6** highlights the resulting 2010 intersection level of service/delay per vehicle impacts under either scenario. Key findings include:

- Intersection #4 – Halibut Point Road/Sawmill Creek Road at Lake Street would operate at LOS F during both the a.m. and p.m. peak hour with and without the proposed development in 2010.
- Intersection #5 – Sawmill Creek Road at Park Street southbound movements would operate at LOS E with and without the project during the p.m. peak hour.
- Intersection #6 - Sawmill Creek Road at Jeff Davis Street, northbound movements would operate at LOS E without the project and LO S F with the project, and southbound movements would operate at LOS F with and without the project during the p.m. peak hour.







RECOMMENDED TRANSPORTATION IMPROVEMENTS

A review was conducted of vehicular trip generation, cruise ship passenger transfer stations, bus routing and operations, impacts to roadways, intersection levels of services, public transportation, nonmotorized transportation, and site access issues of the proposed *Sawmill Cove Industrial Park* cruise ship terminal. Based upon this transportation impact analysis, the following measures are recommended:

Recommended Cruise Ship Passenger Transfer Stations

- It is recommended that the main dwell passenger transfer station be located at Crescent Harbor Visitor's Dock with Japonski Island serving as a staging facility for buses and additional parking when overflow occurs at Crescent Harbor Visitor's Dock. Additional staging area and passenger amenities would be required. New space surrounding the existing community building offers the opportunity for additional bus shelters, improved circulation, expanded staging areas, vending machines, and/or call boxes to accommodate passengers while they wait to be transported back to the cruise ship terminal or other destinations. **Figure 7** identifies a conceptual diagram of increased parking/staging area for bus staging and existing passenger amenities available at Crescent Harbor. The potential for increased pedestrian circulation conflict between the marina and the marina general parking area would result to due increased bus activity at Crescent Harbor.
- Actual destination passenger transfer stations would be the Alaska Raptor Center, Sitka National Historical Park, and on Lincoln Street in the vicinity of St. Michael's Cathedral.

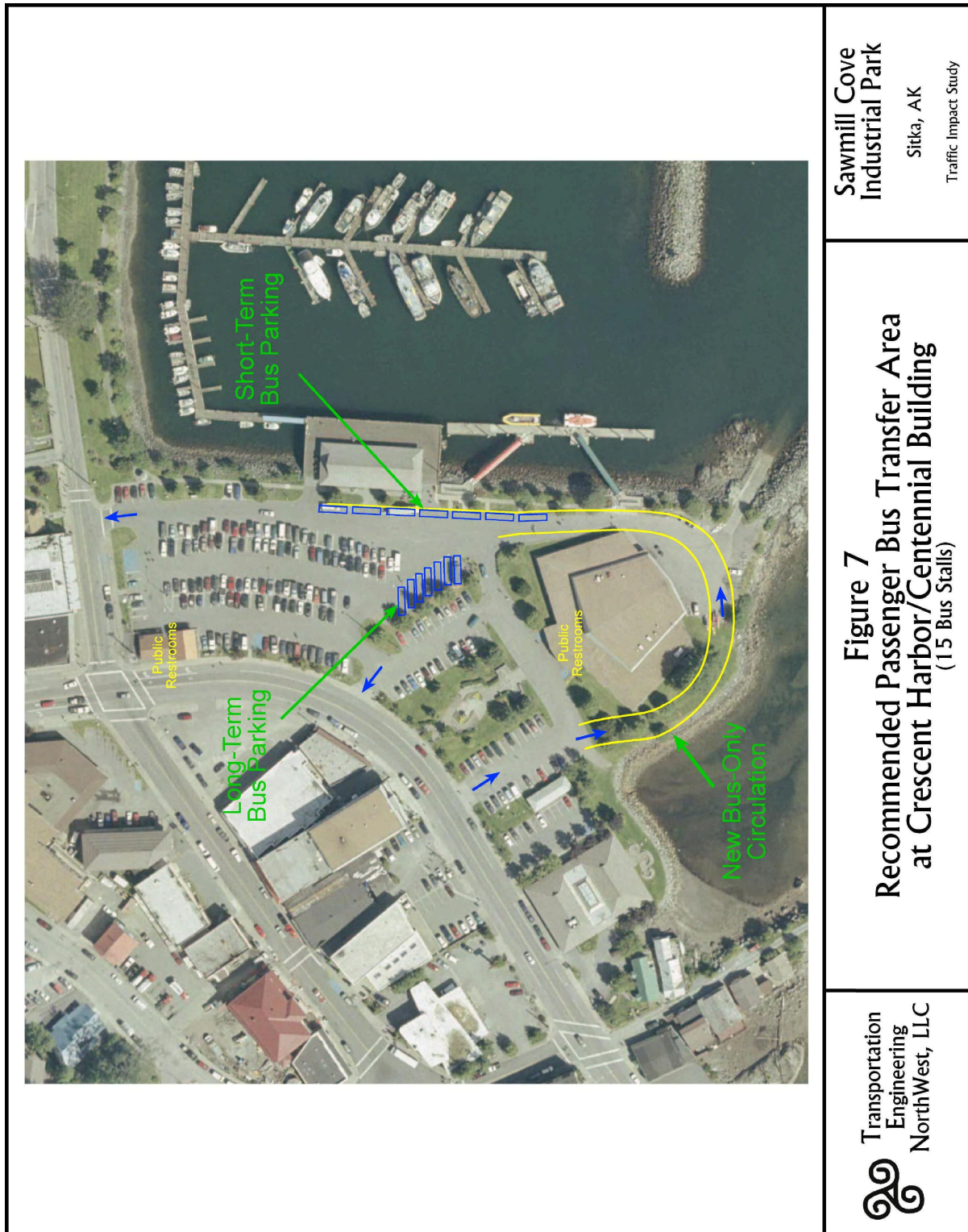
Cruise Ship Bus Routing & Operational Improvements

- The preferred bus routes to the Crescent Harbor Visitor's Dock passenger transfer station would be via Lake Street/Lincoln Street. An additional route would be provided to the Lincoln Street passenger transfer station via Lake Street, Harbor Drive, Harbor Way, and Lincoln Street.
- New bus shelters and call boxes may be considered at destination passenger transfer stations to accommodate passengers while they wait to be transported back to the cruise ship or other destinations.

Public Transportation Improvements

The Sitka Community Ride public transit service provider plans to improve its service by providing two additional transit buses and expanding its service to serve the Sawmill Cove Industrial Park and cruise ship terminal. It should be noted that these plans are still in the preliminary stages, since funding still needs to become secured for operations and maintenance of this additional service. Depending upon allocation of the additional transit buses, service frequencies of no more than 30 minutes during peak times and 60 minutes during off-peak hours could be achieved. Sitka Community Ride is also considering additional bus shelters for riders in the future at select locations throughout its service area.





Intersection Improvements

- Increased intersection capacity was identified at Intersection #4 – Halibut Point Road/Sawmill Creek Road at Lake Street with or without the *Sawmill Cove Industrial Park* project by 2010. ADOT&PF has plans to construct a new roundabout at Intersection #4 – Halibut Point Road/Sawmill Creek Road at Lake Street. Realignment of the Halibut Point Road and Lake Street (north) approaches may require realignment in order for a roundabout to operate safely and efficiently. If a roundabout treatment is not constructed, signalization or other vehicular capacity improvements would be necessary at this intersection. *This improvement would be required regardless of the project to address future intersection operational deficiencies.*
- At Intersection #5 – Sawmill Creek Road at Park Street, the City and Borough of Sitka has installed temporary access restriction to Degroff Street from Sawmill Creek Road. If this restriction becomes permanent, a center refuge lane is recommended to accommodate southbound left turning movements at the intersection and northbound traffic on Park Street off-set from this intersection should be restricted to right-out only. This would improve the intersection level of service for southbound movements to LOS C. *This improvement would be required regardless of the project to address future intersection operational and safety deficiencies.*
- At Intersection #6 - Sawmill Creek Road at Jeff Davis Street, installation of a center left-turning lane/two-way left turning lane is warranted to accommodate turning movements at the intersection to address both operational and safety deficiencies. East of the intersection a one-way westbound left turn only lane would be channelized, and transition to a two-way left turning lane west of the intersection to allow for refuge within the median for northbound left turns and to allow for queue storage for the occasional eastbound left turning movement. This would improve the intersection level of service for northbound and southbound movements to LOS D. *This improvement would be required regardless of the project to address future intersection operational and safety deficiencies.*

Conceptual diagrams of these intersection improvements are provided in **Attachment B**.

- To address direct impacts of the proposed project, reconstruction of the Jeff Davis Street and Lincoln Street intersection would be required to provide for adequate bus turning radii if any bus routing along Jeff Davis Street is provided. This would include widening of the southbound and eastbound approach for bus turning movements.

Nonmotorized Transportation Improvements

There are adequate raised sidewalks and/or bicycle lanes in downtown Sitka. Adjacent to the project site, only 1-foot paved shoulders are provided on Sawmill Creek Road. This roadway may be improved to provide wider paved shoulders to accommodate pedestrians and bicyclists. No additional nonmotorized transportation measures are anticipated to be required.

As noted in the detailed Transportation Impact Study, motorists were observed speeding up or turning sooner at intersections instead of waiting for pedestrians to cross an intersection or street in marked crosswalks. Every provision should be made to ensure the safety of pedestrians whether through increased motorist awareness or police enforcement. Additional signage at



select locations may also be considered, through either regulatory or warning control. Depending upon locally adopted traffic code there are a number of regulatory signage alternative to consider. Examples from the 2003 Manual on Uniform Traffic Control Devices (MUTCD) include those shown below:

Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs



Site Access Improvements

- Site access would be provided via an existing north site driveway onto Sawmill Creek Road, which would serve a two-way internal roadway.
- The site access intersection onto Sawmill Creek Road is anticipated to operate at LOS A with 95th percentile inbound/outbound queues of less than 1 vehicle during the a.m. and p.m. peak hours.
- On-site improvements should be made to the internal roadway to accommodate the additional traffic demand from the proposed multi-purpose ocean dock.
- Signage should be provided to direct drivers on where to load/unload passengers.
- Signage should also be made for passengers directing them to public transit buses, private tour buses, excursion trips, and passenger taxis.
- The removal of vegetation on-site may be considered to increase sight distance at the north site driveway onto Sawmill Creek Road.

Attachment A

2010 Traffic Volume Forecasts and Proportional
Increases in Project Impacts

2010 Daily Traffic Volume Estimates

Roadway	Location	GR	Existing 2006	Baseline 2010	Pipeline Dist	2,500 Pipeline	Baseline 2010	Proj Trip Dist	1,150 Proj Vols	2010 With Project	% Increase
Sawmill Creek Rd	w/o Price St	1%	4,200	4,400	90%	2,250	6,700	99%	1,140	7,800	15%
	w/o Jarvis St	1%	9,500	9,900	85%	2,130	12,000	99%	1,140	13,100	9%
	e/o Indian River Rd	1%	9,100	9,500	82%	2,050	11,600	84%	970	12,600	8%
	w/o Baranof St	1%	7,700	8,000	60%	1,500	9,500	44%	510	10,000	5%
Halibut Pt Rd	w/o Erler St	1%	11,000	11,400	35%	880	12,300	4%	50	12,400	0%
	w/o Moller Ave/Katlian St	1%	12,900	13,400	10%	250	13,700	4%	50	13,800	0%
Jeff Davis St	s/o Sawmill Creek Rd	1%	1,700	1,800	15%	380	2,200	25%	290	2,500	12%
Lake St	s/o Oja Wy	1%	11,400	11,900	20%	500	12,400	40%	460	12,900	4%
	s/o Lincoln St	1%	6,300	6,600	15%	380	7,000	68%	780	7,800	10%
Lincoln St	w/o American St	1%	4,800	5,000	5%	130	5,100	10%	120	5,200	2%
	e/o Lake St	1%	4,500	4,700	0%	0	4,700	25%	290	5,000	6%
Harbor Wy	between Lincoln & Harbor Dr	1%	1,800	1,900	0%	0	1,900	8%	90	2,000	5%
Harbor Dr	On Bridge	1%	4,200	4,400	15%	380	4,800	10%	100	4,900	2%

Sawmill Cove Industrial Park
AM Peak Hour Turning Movement Volumes

Growth Rate = 1.0%
Existing Year = 2006
Future Year = 2010

2006 Existing 2006		TOTAL PIPELINE		2010 Baseline		Trip Distribution		Enter Exit Total 115 75 190 Project Trips		2010 with Project	
1 Halibut Pt Rd/Katlian St/Moller Dr		1 Halibut Pt Rd/Katlian St/Moller Dr		1 Halibut Pt Rd/Katlian St/Moller Dr		1 Halibut Pt Rd/Katlian St/Moller Dr		1 Halibut Pt Rd/Katlian St/Moller Dr		1 Halibut Pt Rd/Katlian St/Moller Dr	
20 24 8 8 4 440 8 500 1,264 292 12 364 676 168 60 564 140 4 60 236 204 1,100 % Increase = 14.9%		7 22 0 0 7 15 0 52 22 39 5 5 15 3 13 0 0 1 3 1 Pipeline Share = 3.8%		27 46 8 8 11 472 8 525 1,365 318 34 417 708 175 65 599 146 4 63 248 213 8.0% % Increase = 8.0%		0% 0% 0% 0% 0% 4% 4% 8% 4% 4% 4% 4% 0% 0% 0% 0%		0 0 0 0 0 3 5 8 3 5 0 0		27 46 8 8 11 475 8 530 1,373 321 34 420 713 175 65 604 146 4 63 248 213 0.6% Project Share = 0.6%	
2 Halibut Pt Rd/Marine & Osprey St		2 Halibut Pt Rd/Marine & Osprey St		2 Halibut Pt Rd/Marine & Osprey St		2 Halibut Pt Rd/Marine & Osprey St		2 Halibut Pt Rd/Marine & Osprey St		2 Halibut Pt Rd/Marine & Osprey St	
0 0 0 0 0 452 0 460 1,008 408 0 416 544 84 8 464 44 0 4 92 48 668 % Increase = 50.9%		0 0 0 0 0 47 0 16 62 47 0 47 16 0 0 0 0 0 0 0 Pipeline Share = 5.6%		0 0 0 0 0 517 0 494 1,110 471 0 479 581 87 8 498 46 0 4 95 50 10.1% % Increase = 10.1%		0% 0% 0% 0% 0% 4% 4% 8% 4% 4% 4% 4% 0% 0% 0% 0%		0 0 0 0 0 3 5 8 3 5 0 0		0 0 0 0 0 520 0 499 1,118 474 0 482 586 87 8 503 46 0 4 95 50 0.7% Project Share = 0.7%	
3 Halibut Pt Rd/Erlor St		3 Halibut Pt Rd/Erlor St		3 Halibut Pt Rd/Erlor St		3 Halibut Pt Rd/Erlor St		3 Halibut Pt Rd/Erlor St		3 Halibut Pt Rd/Erlor St	
0 0 0 0 0 368 0 640 1,040 364 0 380 644 4 16 652 4 0 12 20 16 643 % Increase = 61.7%		0 0 0 0 0 47 0 16 62 47 0 47 16 0 0 0 0 0 0 Pipeline Share = 5.4%		0 0 0 0 0 429 0 682 1,144 425 0 442 686 4 17 694 4 0 12 21 16 10.0% % Increase = 10.0%		0% 0% 0% 0% 0% 4% 4% 8% 4% 4% 4% 4% 0% 0% 0% 0%		0 0 0 0 0 3 5 8 3 5 0 0		0 0 0 0 0 432 0 687 1,152 428 0 445 691 4 17 699 4 0 12 21 16 0.7% Project Share = 0.7%	
4 Sawmill Crk Rd/Lake St		4 Sawmill Crk Rd/Lake St		4 Sawmill Crk Rd/Lake St		4 Sawmill Crk Rd/Lake St		4 Sawmill Crk Rd/Lake St		4 Sawmill Crk Rd/Lake St	
252 60 24 128 100 380 24 300 1,504 220 8 380 652 328 152 456 136 28 56 608 220 953 % Increase = 57.8%		0 0 0 0 0 47 0 16 107 47 0 80 16 0 33 27 0 0 11 33 11 Pipeline Share = 6.4%		252 62 25 133 104 442 25 328 1,671 275 8 475 694 341 192 501 142 29 69 666 240 11.1% % Increase = 11.1%		0% 0% 0% 0% 0% 4% 4% 88% 4% 4% 44% 44% 4% 40% 40% 44% 4% 40% 40%		0 0 0 0 0 3 5 84 3 30 51 33		252 62 25 133 104 445 25 333 1,755 278 8 508 699 341 222 552 142 29 115 696 286 4.8% Project Share = 4.8%	
5 Sawmill Crk Rd/Park St		5 Sawmill Crk Rd/Park St		5 Sawmill Crk Rd/Park St		5 Sawmill Crk Rd/Park St		5 Sawmill Crk Rd/Park St		5 Sawmill Crk Rd/Park St	
28 36 12 0 16 324 8 288 688 308 24 336 304 8 4 316 4 4 12 12 20 648 % Increase = 6.2%		0 0 0 0 0 87 0 29 116 87 0 87 29 0 0 0 0 0 0 0 Pipeline Share = 14.0%		29 37 12 0 17 424 8 329 831 408 25 437 345 8 4 358 4 4 12 12 20 20.8% % Increase = 20.8%		0% 0% 0% 0% 0% 44% 44% 88% 44% 44% 44% 44% 0% 0% 0% 0%		0 0 0 0 0 33 51 84 33 51 0 0		29 37 12 0 17 457 8 380 915 441 25 470 396 8 4 409 4 4 12 12 20 9.1% Project Share = 9.1%	
6 Sawmill Crk Rd/Jeff Davis St		6 Sawmill Crk Rd/Jeff Davis St		6 Sawmill Crk Rd/Jeff Davis St		6 Sawmill Crk Rd/Jeff Davis St		6 Sawmill Crk Rd/Jeff Davis St		6 Sawmill Crk Rd/Jeff Davis St	
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Sawmill Cove Industrial Park

AM Peak Hour Turning Movement Volumes

Growth Rate =	1.0%
Existing Year =	2006
Future Year =	2010

Enter	Exit	Total
115	75	190

Project Trips

2006 Existing		TOTAL PIPELINE		2010 Baseline		Trip Distribution		2010 with Project	
2006						Project Trips			
8 Sawmill Crk Rd/Jarvis St		8 Sawmill Crk Rd/Jarvis St		8 Sawmill Crk Rd/Jarvis St		8 Sawmill Crk Rd/Jarvis St		8 Sawmill Crk Rd/Jarvis St	
9 Sawmill Crk Rd/Price St		9 Sawmill Crk Rd/Price St		9 Sawmill Crk Rd/Price St		9 Sawmill Crk Rd/Price St		9 Sawmill Crk Rd/Price St	
10 Lincoln St/Jeff Davis St		10 Lincoln St/Jeff Davis St		10 Lincoln St/Jeff Davis St		10 Lincoln St/Jeff Davis St		10 Lincoln St/Jeff Davis St	
11 Lincoln St/Lake St		11 Lincoln St/Lake St		11 Lincoln St/Lake St		11 Lincoln St/Lake St		11 Lincoln St/Lake St	
12 Lincoln St/Katlian St		12 Lincoln St/Katlian St		12 Lincoln St/Katlian St		12 Lincoln St/Katlian St		12 Lincoln St/Katlian St	
13 Harbor Dr/Harbor Wy		13 Harbor Dr/Harbor Wy		13 Harbor Dr/Harbor Wy		13 Harbor Dr/Harbor Wy		13 Harbor Dr/Harbor Wy	

Sawmill Cove Industrial Park
PM Peak Hour Turning Movement Volumes

Growth Rate = 1.0%
Existing Year = 2006
Future Year = 2010

| 2006 Existing
2006
 | | TOTAL PIPELINE | | 2010 Baseline | | Trip Distribution | | Enter Exit Total
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Project Trips | | 2010 with Project | | | | | | | | | | | | | | | |
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<div><div><div><div>96</div><div>32</div><div>36</div><div>28</div><div>140</div></div><div><div>568</div><div>488</div><div>20</div><div>264</div><div>1,464</div><div>276</div><div>108</div><div>276</div><div>32</div><div>416</div></div><div><div>204</div><div>260</div><div>88</div><div>116</div><div>348</div><div>464</div><div>953</div><div>% Increase = 53.6%</div></div></div></div> <div><div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div><div><div>31</div><div>53</div><div>144</div><div>31</div><div>22</div></div><div><div>91</div><div>22</div><div>38</div><div>0</div><div>0</div></div><div><div>22</div><div>38</div><div>8.6%</div><div>Pipeline Share = 8.6%</div></div></div> <div><div><div>99</div><div>33</div><div>37</div><div>29</div><div>146</div></div><div><div>622</div><div>560</div><div>21</div><div>327</div><div>1,667</div><div>318</div><div>135</div><div>318</div><div>33</div><div>486</div></div><div><div>384</div><div>271</div><div>92</div><div>159</div><div>522</div><div>560</div><div>% Increase = 13.9%</div></div></div> <div><div><div>0%</div><div>0%</div><div>4%</div><div>4%</div><div>8%</div><div>4%</div><div>4%</div><div>40%</div><div>40%</div></div><div><div>4%</div><div>4%</div><div>8%</div><div>4%</div><div>4%</div></div><div><div>4%</div><div>4%</div><div>8%</div><div>4%</div><div>4%</div></div><div><div>40%</div><div>40%</div><div>% Increase = 13.9%</div></div></div> 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| <div><div><div><div>84</div><div>60</div><div>0</div><div>24</div><div>12</div></div><div><div>600</div><div>688</div><div>44</div><div>644</div><div>1,324</div><div>540</div><div>0</div><div>540</div><div>12</div><div>552</div></div><div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div><div>#DIV/0!</div></div></div></div> <div><div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div></div><div><div>77</div><div>132</div><div>209</div><div>77</div><div>0</div></div><div><div>132</div><div>0</div><div>0</div><div>0</div><div>0</div></div><div><div>0</div><div>0</div><div>13.2%</div><div>Pipeline Share = 13.2%</div></div></div> <div><div><div>87</div><div>62</div><div>0</div><div>25</div><div>12</div></div><div><div>701</div><div>848</div><div>46</div><div>802</div><div>1,586</div><div>639</div><div>0</div><div>639</div><div>12</div><div>651</div></div><div><div>0</div><div>0</div><div>0</div><div>0</div><div>0</div><div>% Increase = 19.8%</div></div></div> <div><div><div>0%</div><div>0%</div><div>84%</div><div>84%</div><div>168%</div><div>84%</div><div>84%</div><div>0%</div><div>0%</div></div><div><div>84%</div><div>84%</div><div>168%</div><div>84%</div><div>84%</div></div><div><div>84%</div><div>84%</div><div>168%</div><div>84%</div><div>84%</div></div><div><div>0%</div><div>0%</div><div>% Increase = 19.8%</div></div></div> <div><div><div>0</div><div>0</div><div>109</div><div>109</div><div>0</div><div>109</div></div><div><div>84</div><div>84</div><div>193</div><div>109</div><div>84</div></div><div><div>84</div><div>84</div><div>193</div><div>109</div><div>84</div></div><div><div>0</div><div>0</div><div>Project Share = 10.9%</div></div></div>
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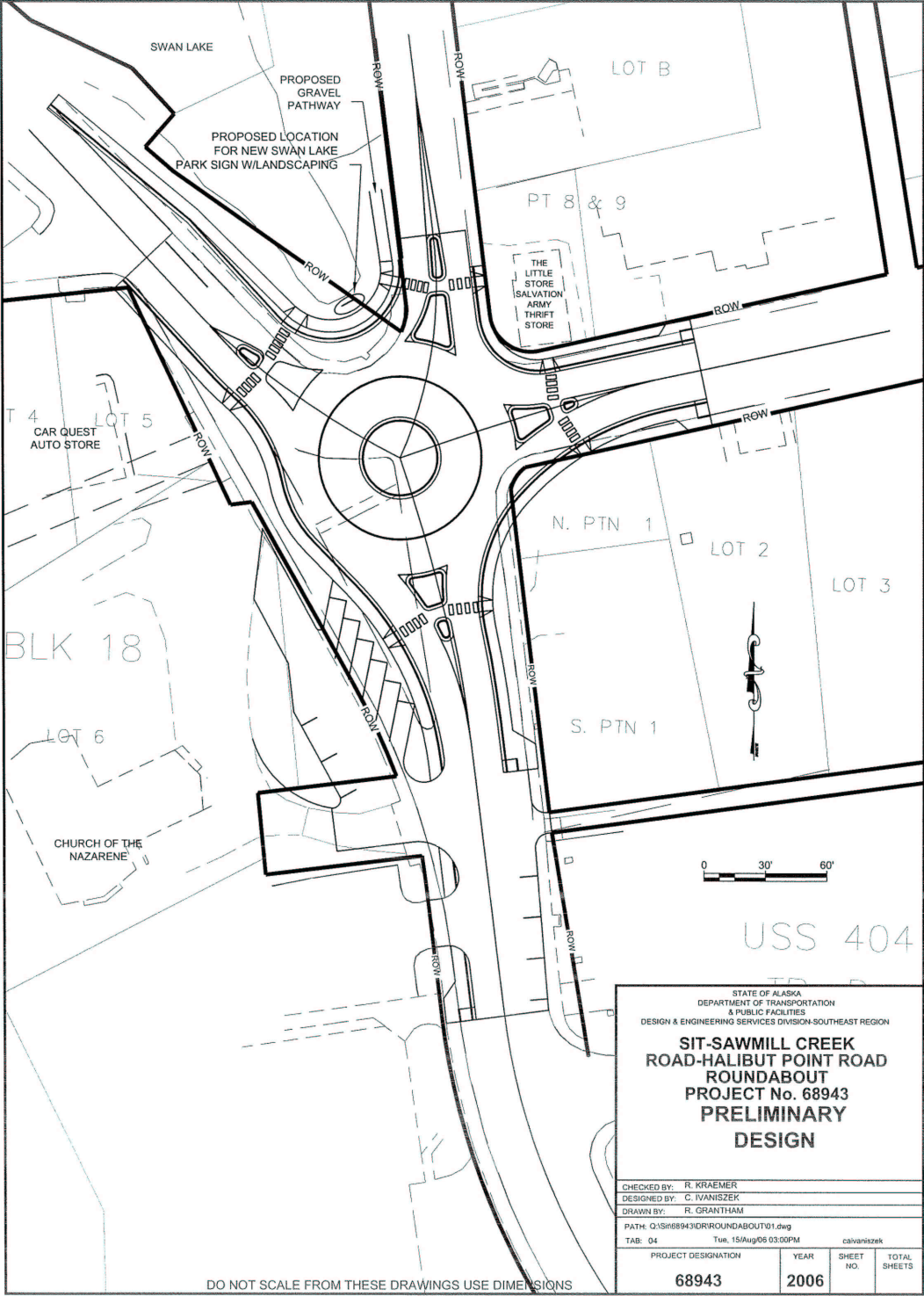
Sawmill Cove Industrial Park
PM Peak Hour Turning Movement Volumes

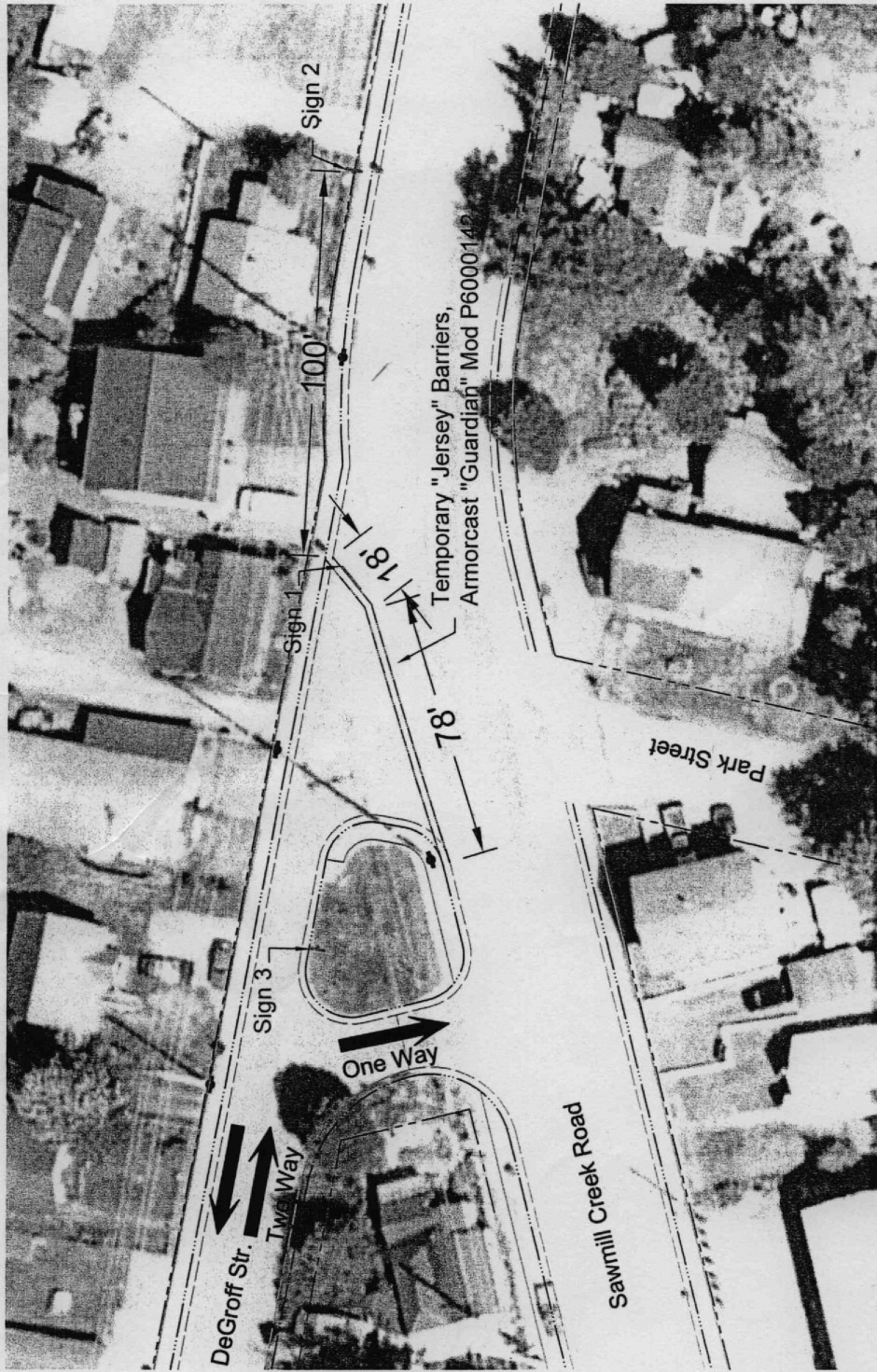
Growth Rate = **1.0%**
Existing Year = **2006**
Future Year = **2010**

2006 Existing 2006		TOTAL PIPELINE		2010 Baseline		Trip Distribution		Enter Exit Total 100 130 230 Project Trips		2010 with Project	
8	Sawmill Crk Rd/Jarvis St	8	Sawmill Crk Rd/Jarvis St	8	Sawmill Crk Rd/Jarvis St	8	Sawmill Crk Rd/Jarvis St	8	Sawmill Crk Rd/Jarvis St	8	Sawmill Crk Rd/Jarvis St
432	116	80	0	20	172	408	56	372	0	541	% Increase = 80.4%
468	352	976	352	0	0	0	0	0	0	0	Pipeline Share = 18.0%
0	0	0	0	0	0	0	0	0	0	0	% Increase = 26.8%
0	0	0	0	0	0	0	0	0	0	0	Project Share = 15.5%
9	Sawmill Crk Rd/Price St	9	Sawmill Crk Rd/Price St	9	Sawmill Crk Rd/Price St	9	Sawmill Crk Rd/Price St	9	Sawmill Crk Rd/Price St	9	Sawmill Crk Rd/Price St
324	124	88	0	12	136	240	12	240	0	494	% Increase = 43.3%
352	224	708	224	4	4	0	0	0	0	0	Pipeline Share = 24.3%
0	4	0	0	0	0	0	0	0	0	0	% Increase = 37.0%
0	0	0	0	0	0	0	0	0	0	0	Project Share = 19.0%
10	Lincoln St/Jeff Davis St	10	Lincoln St/Jeff Davis St	10	Lincoln St/Jeff Davis St	10	Lincoln St/Jeff Davis St	10	Lincoln St/Jeff Davis St	10	Lincoln St/Jeff Davis St
104	196	44	0	4	228	92	32	60	0	188	% Increase = 108.5%
252	56	392	60	0	0	0	0	0	0	0	Pipeline Share = 8.8%
0	0	0	0	0	0	0	0	0	0	0	% Increase = 14.0%
0	0	0	0	0	0	0	0	0	0	0	Project Share = 17.1%
11	Lincoln St/Lake St	11	Lincoln St/Lake St	11	Lincoln St/Lake St	11	Lincoln St/Lake St	11	Lincoln St/Lake St	11	Lincoln St/Lake St
192	104	356	92	196	68	160	56	292	0	545	% Increase = 101.8%
224	112	1,100	64	40	292	0	0	0	0	0	Pipeline Share = 4.4%
0	8	0	0	0	0	0	0	0	0	0	% Increase = 8.7%
0	0	0	0	0	0	0	0	0	0	0	Project Share = 11.1%
12	Lincoln St/Katlian St	12	Lincoln St/Katlian St	12	Lincoln St/Katlian St	12	Lincoln St/Katlian St	12	Lincoln St/Katlian St	12	Lincoln St/Katlian St
136	96	196	68	0	252	224	156	184	0	206	% Increase = 177.7%
152	56	572	68	0	0	0	0	0	0	0	Pipeline Share = 1.3%
0	0	0	0	0	0	0	0	0	0	0	% Increase = 5.4%
0	0	0	0	0	0	0	0	0	0	0	Project Share = 2.4%
13	Harbor Dr/Harbor Wy	13	Harbor Dr/Harbor Wy	13	Harbor Dr/Harbor Wy	13	Harbor Dr/Harbor Wy	13	Harbor Dr/Harbor Wy	13	Harbor Dr/Harbor Wy
204	64	136	36	0	132	236	68	468	0	475	% Increase = 69.3%
432	368	804	168	0	0	0	0	0	0	0	Pipeline Share = 4.5%
0	0	0	0	0	0	0	0	0	0	0	% Increase = 9.0%
0	0	0	0	0	0	0	0	0	0	0	Project Share = 4.6%

Attachment B

Conceptual Drawings of Planned/Identified Future Intersection Improvements

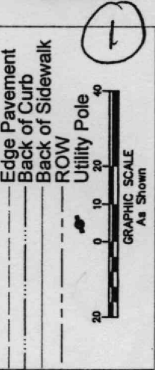




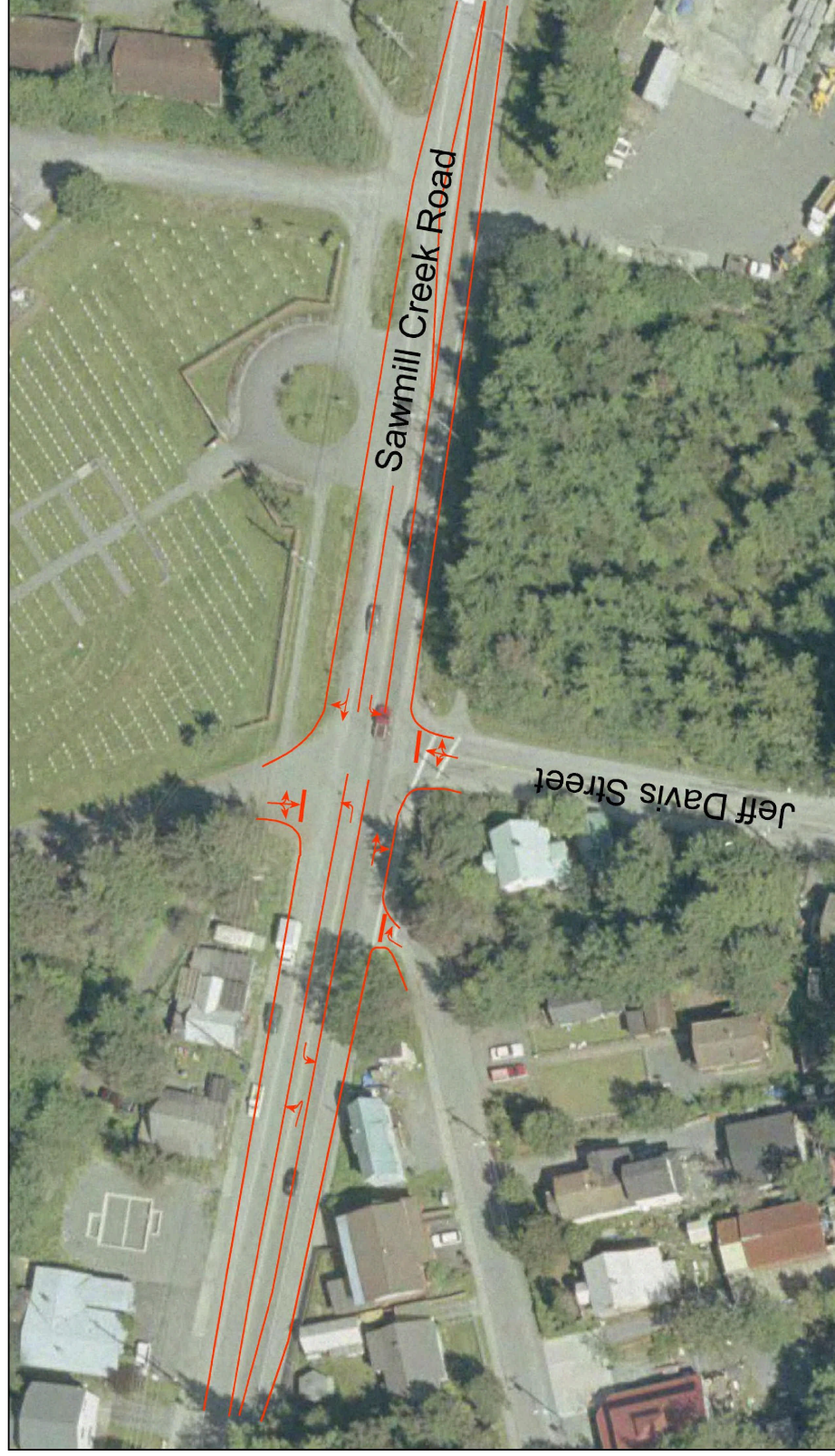
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CHECKED:	NA	DATE:	22 Aug 05
DRAWING NAME:	Temp Trial.dwg		
SHEET NO.	1 / 2		

Intersection of
DeGroff and SMC
Trial Closure to SMCR

City and Borough of Sitka
DEPARTMENT OF PUBLIC WORKS
100 LINCOLN STREET • SITKA, ALASKA 99835
TEL (907) 747-1804 FAX (907) 747-3158



Sawmill Creek Road and Jeff Davis Street Conceptual Turn Lane Improvements



Source: TENW, August 2006.

