

STATE OF ALASKA



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION



Compiled Comments **Sitka Sawmill Creek Road Resurfacing** **& Pedestrian Improvements**

PROJECT NO. 68100

COMMENT #:	In Favor of:		Miscellaneous Comments Regarding:									
	OPTION 1	OPTION 2	CROSSWALKS	RRFB	DEGROFF	POWER POLES	UTILITIES	BUS STOPS	ALT. ROUTES	SPEED LIMIT	ROUNDBOUT	GENERAL
1		1										
2		1	1									
3		1		1								
4							1					
5	1											
6												
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70				1								
71		1										
72		1										
TOTAL:	10	42	6	15	3	5	4	1	3	2	2	3

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



OPEN HOUSE
December 10, 2015
May 8, 2017
COMMENT SHEET

Sitka Sawmill Creek Road Resurfacing & Pedestrian Improvements

Project No. 68100

DOT & PF proposes:

to rehabilitate approximately 0.36 mile of Sawmill Creek Road beginning at Hollywood Way, extending to Jeff Davis St.

The proposed project would also:

- Create dedicated bicycle lanes
• Eliminate parking
• Construct a concrete median at Degroff St.
• Raise height of multi-use path at Jarvis St. to meet ADA standards

The proposed project would:

- Rehabilitate pavement
• Replace culverts and improve the drainage systems
• Upgrade sidewalks, curbs, and curb ramps to ADA standards
• Install new striping & signage

This form may be mailed to the address on the back, or your comments may be emailed to: chris.schelb@alaska.gov

Your Name: Doug Osborne

Your Contact Information (optional): 747-3752

COMMENTS:

I think its important to factor bicyclists into this decision. This section is not ideal for cyclists at present. Id rather not see the status quo (option 1) I'm guessing some of the residents would like to continue to have off street parking however, if something has to give Id cut the parking because it doesnt help with transportation. It doesnt seem particularly fair either, cyclists get unsafe roads and a handful of residents get taxpayer subsidized parking for their private vehicles. Id err on the side of safety especially for kids biking on SCR going to keet + BMS. option 2 please + Thank you

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Your Name: James Poukon

Your Contact Information (optional):

COMMENTS:
A cross walk @ Jeff Davis & SMC would be nice
A narrower driving lane would be fine to slow traffic.
Bike lanes are nice if they are swept -
I'm not sure who would be using the parking at the Degroff/SMC intersection

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This form may be mailed to the address on the back, or your comments may be emailed to: chris.schelb@alaska.gov

Your Name: Dave nuetzel

Your Contact Information (optional): davenuetzel@hotmail.com

COMMENTS:
Bumpouts at crosswalks
Flashing crosswalk @ Baranof
Bike transition from Northbound Multipurpose path to Bike lane - ? crosswalk
Option 2 with dedicated bike lanes

Received at 68100 Public Meeting

4

Please improve
manhole covers & utilities ground

Covers in ROADWAYS

prevent ^{to} huge noise pollution!!

Marcia Strand
752-0438

50 ft
Barand / SMC
my house

May 2017

30 ft
ANB Hall

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This form may be mailed to the address on the back, or your comments may be emailed to: chris.schelb@alaska.gov

Your Name: Charles Wileman

Your Contact Information (optional): 624 SMC Rd Sitka AK 99835

COMMENTS: I favor option one of the project. I believe option #1 to be the best, considering all user groups.

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This form may be mailed to the address on the back, or your comments may be emailed to: chris.schelb@alaska.gov

Your Name:

GERRY HOPE

Your Contact Information (optional):

gerry.hope@sitkatribenun.gov

COMMENTS:

(E) Bus stop at 20+10 +/- to remain

(E) a/b Bus @ 9700 +/- to remain

New Bus stop inbound @ 9700 +/- desired but not req'd

New " " outbound @ 2475 +/- High priority

Bus stops w/ white curb & Signs

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addresses: 622 Sawmill Creek Rd
P.O. Box 164
Sitka, Alaska 99835-7450
Windham, NH 03087

This form may be mailed to the address on the back, or your comments may be emailed to: chris.schelb@alaska.gov

Your Name: Barbara Arndt (907) 747-8565 Sitka

Your Contact Information (optional): (603) 475-7974 cell

COMMENTS:
I don't really like either option. The row option #1 is the best of the bad.
Don't like the idea of having parking on one side of the road. How does one get any deliveries, gas, or oil, garbage if parking is only on one side of the road?
I would prefer to leave as is. I don't think the bike riders will use the lane, I think they will do as they always do...ride on the sidewalk!

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This form may be mailed to the address on the back, or your comments may be emailed to: chrfs.schelb@alaska.gov

Your Name: ANNEMARIE Lalaine

Your Contact Information (optional): 2610 Sawmill Creek Rd, SITKA AK 99835

COMMENTS: I support bike lanes on Sawmill Creek (option 2) I think the alignment of the path at the Jeff Davis intersection is ok the way it is. Maintenance Items: Pavement on separated path past 2610 Sawmill is breaking up from vegetative growth. Section going up James town Hill is being undercut by water flow

From: Schelb, Christopher A (DOT)
To: "Troyer2012@me.com"
Subject: RE: Sitka Sawmill Creek Road Project 68100 feedback
Date: Tuesday, May 30, 2017 9:00:00 AM

Thanks for your comment. It will be passed on to project management and included in the project's environmental document. The intent of the island revision is to slow traffic coming off of SMC on to DeGroff.

Chris

From: Troyer2012@me.com [mailto:Troyer2012@me.com]
Sent: Saturday, May 27, 2017 2:19 PM
To: Schelb, Christopher A (DOT)
Subject: Sitka Sawmill Creek Road Project 68100 feedback

comments2	I still don't understand the DeGroff street entrance and exit. Where the traffic comes out now, is thatgoing to be an in and out entrance now? If yes, isn't that going to cause a really bad traffic jam at rushhr. and with buses on SMC? I think the island should be left alone. This is coming from a person who doesn't like the island now. But I think the alternative isn't going to work. I think you planning folks should re-look at that area. . . . If I'm confused, which I hope I am; all I see is a problem and an accident waiting to happen. Barb-
zipcode2	Home Owner on SMC Rd
name	Barbara Arndt
comments	None
comments1	What you are now calling option one, is the better one of the two. I've lived at 622 SMC since back when itwas "C" street. I lived there with my parents and brother since I was born. Now I own the property. There is not that much bike traffic to take away all parking on the south side. I truly believe that most folks andkids will continue to ride on the sidewalks. (It's hard to change old habits.) So taking away the parking onthe south side is a hardship to all the property owners on that side. So I vote to leave the parking therealone. Besides with "No Parking" on the south side what do you do about garbage pick up, run it across the street? What about mail pick up, park across the street and run across the traffic and get the mail and then run back across the traffic with your mail and back to your car? What about deliveries? I'm gettingolder, if I need to call a taxi; do I run across the street and wait in the rain (in most cases) to! be picked up? All this running across the street (and traffic) is an accident waiting to happen. Barb- Arndt (907) 747-8565or cell (603) 475-7974
email	Troyer2012@me.com

From: Schelb, Christopher A (DOT)
To: ["Tom Crane"](#)
Subject: RE: bike and pedestrian safety
Date: Tuesday, May 30, 2017 9:02:00 AM

Thanks for the additional comment.

Chris

From: Tom Crane [mailto:tecrane@gmail.com]
Sent: Friday, May 26, 2017 7:41 PM
To: Schelb, Christopher A (DOT)
Subject: bike and pedestrian safety

Hi Chris , I commented earlier favoring option 2 . Another thought that came to mind would be to use De Groff street as the bike lane . Signs detouring bike traffic away from S.M.C. Rd .to De Groff and smoothing out the corner at Jeff Davis St.

- respectfully

, Tom Crane

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From: [Jonathan Kreiss-Tomkins](#)
To: [Charles Bingham](#)
Cc: [Lynne Brandon](#); [Schelb, Christopher A \(DOT\)](#); [Doug Osborne \(dosborne@sitkahospital.org\)](#); [assemblyhunter@cityofsitka.org](#); [assemblybean@cityofsitka.org](#); [Kevin Knox \(Assembly\)](#) ([assemblyknox@cityofsitka.org](#)); [assemblyeisenbeisz@cityofsitka.com](#); [assemblyquevin@cityofsitka.com](#); [assemblypotrzuski@cityofsitka.org](#); [assemblyswanson@cityofsitka.com](#); [Sen. Bert Stedman](#)
Subject: Re: Sawmill Creek Project 68100 Upgrade Comments
Date: Tuesday, May 30, 2017 12:47:24 PM

Thanks, all.

Lynne: I will likely submit a letter similar to yours. This makes good sense and seems consistent with the priorities of the community.

On Tue, May 23, 2017 at 7:14 PM, Charles Bingham <charleswbingham3@gmail.com> wrote:

Lynne,

Thanks. I agree Option One is a non-starter and isn't worth wasting any time on it. Option Two is the safer option, and we should be promoting the safe movement of people with this project.

Charles Bingham
charleswbingham3@gmail.com
(907) 623-7660

On Tue, May 23, 2017 at 12:52 PM, Lynne Brandon <trail@sitkatrailworks.org> wrote:

Dear Mr. Schelb:

Please consider the attached letter as public comment from the Sitka Trail Works Board of Directors on DOT's Sawmill Creek Project. Please share with the other members of your team.
Please feel free to give me a call if you have any questions.

Thank you.
Best,
Lynne

Lynne Brandon
Sitka Trail Works, Inc.
801 Halibut Point Rd.
Sitka, Alaska 99835
(907)-747-7244

*Please note my new email address: trail@sitkatrailworks.org<mailto:trail@sitkatrailworks.org> in your address book.
[amazon smile emblem]<<https://smile.amazon.com/ch/91-1815739>>[color STW emblem]<<http://sitkatrailworks.org/>>[pick click]<<http://www.pickclickgive.org/index.cfm/pfdorgs.info/SITKA-TRAIL-WORKS-INC>>

From: pearsondenton@netscape.net
 To: [Schelb, Christopher A \(DOT\)](#)
 Subject: Sitka Sawmill Creek Road Project 68100 feedback
 Date: Thursday, June 01, 2017 7:14:57 PM

comments2	DOTPF could implement Option 2 for the area between the Lake Street/Halibut Point Road/Sawmill Creek Road roundabout and Baranof Street (where on-street parking on the south side is largely banned anyway) and make option 1 effective from Baranof Street to Jeff Davis Street, thus allowing bicyclists to have a safer way to access the route to get from the roundabout to Biorka Street, as discussed above. That "third" alternative would be acceptable to me as well.
zipcode2	Panhandle Law Center, LLC
name	Denton Pearson
comments	Implementation of Option 2 all the way from the roundabout to Jeff Davis Street would severely impact me and the others that regularly make use of my property and I cannot support it.
comments1	<p>I have a law office and a rental house located at 713 Sawmill Creek Road in Sitka. My clients/tenants and I will be directly affected by whatever decision DOTPF makes regarding the impending Sawmill Creek Road (Sitka) upgrade. My preference is for Option 1. I oppose Option 2 because it would eliminate 50% of the on-street parking in the neighborhood where my property is located. There is only one on-street parking space in front of my property (because driveways are located on both sides of it) and, therefore, people coming to my property often have to park either in front of neighboring properties or across the street on the south side of Sawmill Creek Road. To eliminate parking on the south side of the road (where there has been a Dodge Dakota pick-up truck parked and not moved for more than two months as I write this e-mail) will severely impact the abilities of people trying to conveniently access both my rental and my business. Therefore, to move all parking in this neighborhood to the north side of Sawmill Creek Road (where my property is located) will be to invite a "parking disaster". I understand the concerns that bicyclists have expressed about the Sawmill Creek Road section that is proposed for this upgrade. I am a bicyclist myself. However, bicyclists' needs could be easily addressed by re-routing bicycle traffic down Biorka Street (which gets very little automobile traffic and which parallels Sawmill Creek Road all that way from Baranof Street to where the dedicated bike path begins at the Jeff Davis Street/Sawmill Creek Road intersection. Biorka Street is at least as level as Sawmill Creek Road and use of that street would require only a half a block detour for bicyclists. Furthermore, on-street parking poses no conflict for bicyclists on Biorka Street since that street has no designated on-street parking for its entire length, Baranof Street to Jeff Davis Street. To summarize, Biorka Street is a n option for bicyclists, while Sawmill Creek Road is the only ! available option for on-street parking in my neighborhood. In short, I support Option 1 (at least outbound between Baranof Street and Jeff Davis Street). As another alternative, DOTPF could implement Option 2 for the area between the Lake Street/Halibut Point Road/Sawmill Creek Road roundabout and Baranof Street (where on-street parking on the south side is largely banned anyway) and make option 1 effective from Baranof Street to Jeff Davis Street, thus allowing bicyclists to have a safer way to access the route to get from the roundabout to Biorka Street, as discussed above. That "third" alternative would be acceptable to me as well. However, implementation of</p>

Option 2 all the way from the roundabout to Jeff Davis Street would severely impact me and the others that regularly make use of my property and I cannot support it. Denton J. Pearson

email

pearsondenton@netscape.net

From: Schelb, Christopher A (DOT)
To: "john.thielke@gmail.com"
Subject: RE: Sitka Sawmill Creek Road Project 68100 feedback
Date: Tuesday, May 30, 2017 8:51:00 AM

Thanks for your comment. It will be given to the project manager and be included in the project's environmental document.

Chris

From: john.thielke@gmail.com [mailto:john.thielke@gmail.com]
Sent: Monday, May 29, 2017 2:10 PM
To: Schelb, Christopher A (DOT)
Subject: Sitka Sawmill Creek Road Project 68100 feedback

comments2	No strong feelings pro or con.
zipcode2	
name	John Thielke
comments	Currently the speed limit is 25 MPH. Is there any proposal to change this? We would not support increasing the speed limit on SMC Blvd.
comments1	My wife and I own a rental house at 706 SMC Blvd. We are concerned that the elimination of parking along the south side of Saw Mill Creek Blvd. in Option 2 will force tenants and guests to park across the street and then traverse the busy road. We are sympathetic to the need for bicycle riders to have a safe lane, but this option also endangers pedestrians if they have to cross the road to get to and from their vehicle. In this regard, have there been any studies of bicycle accidents along SMC Blvd to support the need for a dedicated bicycle ROW? Could bicycle riders be directed to use Biorka St. instead of SMC Blvd or could the sidewalks be slightly wider to handle bicyclists and pedestrians?
email	john.thielke@gmail.com

From: Schelb, Christopher A (DOT)
To: "Adam Chinalski"
Subject: RE: Sawmill Creek Road alterations
Date: Friday, June 09, 2017 8:11:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

-----Original Message-----

From: Adam Chinalski [<mailto:hmrepairguy@acsalaska.net>]
Sent: Friday, June 09, 2017 6:40 AM
To: Schelb, Christopher A (DOT)
Subject: Sawmill Creek Road alterations

Hello,

Staying with the way road is now is the best option.

If you add bicycle lanes to the busiest and most crowded section of road in Sitka, you better sponsor a program to teach all the bicyclists the rules of the road.

As of right now they do not respect any rules and are danger to drivers everywhere. Everyone is constantly looking out for their safety as if the roads were build for them alone.

there are two side streets that run along the SMC that are used by bicycles and are safe (only two stop signs they run thru).

The bike lane you referred to is seldom used by bikes , they insist on using the white lane on the roads shoulder (again no respect for 8,000 lb. vehicles).

Maybe make some signs to show them where to go.

One suggestion I would add is to change the power lines to underground.

Thank you.

Adam.

From: Schelb, Christopher A (DOT)
To: "not2personal@gmail.com"
Subject: RE: Sitka Sawmill Creek Road resurfacing and Pedestrian IMprovements
Date: Monday, June 05, 2017 8:38:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: not2personal@gmail.com [mailto:not2personal@gmail.com]
Sent: Monday, June 05, 2017 8:35 AM
To: Schelb, Christopher A (DOT)
Subject: Re: Sitka Sawmill Creek Road resurfacing and Pedestrian IMprovements

I support Option 2, removal of parking on one side of the road with bicycle lanes and designated crosswalks.

I also support something of a physical barrier between the road and lanes - something to tell drivers that they have crossed into the bicycle lane. Many vehicle drivers take up bicycle space either inadvertently or deliberately....

The roundabout at Sawmill Creek and HPR is scary for both pedestrians and bicyclists - if eliminating parking along Sawmill Creek would help that situation as well, I'm completely for it.

I at times commute by bicycle, walk every day, and fully support alternate forms of transportation for Sitka.

--

Galen Paine
312 Islander Drive
Sitka, AK 99835

From: Schelb, Christopher A (DOT)
To: "mattcatterson@yahoo.com"
Subject: RE: Sitka Sawmill Creek Road Project 68100 feedback
Date: Thursday, June 01, 2017 10:00:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: mattcatterson@yahoo.com [mailto:mattcatterson@yahoo.com]
Sent: Tuesday, May 30, 2017 4:17 PM
To: Schelb, Christopher A (DOT)
Subject: Sitka Sawmill Creek Road Project 68100 feedback

comments2	I support the retention of parking along both sides of the street. Many people use this parking and would be significantly impacted by less available parking. As someone who bikes frequently along this portion of SMC, I don't think a dedicated bike lane is necessary and increased lane width will be a big improvement. Slow speed limits also help biking along that portion of SMC.
zipcode2	
name	Matt Catterson
comments	If parking was only available on one side of the street, people might be attempting to cross the street more frequently. This could create a safety issue.
comments1	I live at 706 SMC road and will be affected by this project. I have very limited off street parking and depend on available parking on the side of the street. I also bike to work regularly along this portion of SMC. So I thoroughly understand both sides of this issue.
email	mattcatterson@yahoo.com

From: Schelb, Christopher A (DOT)
To: "Karen"
Subject: RE: Sitka crosswalks
Date: Thursday, June 01, 2017 9:53:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

-----Original Message-----

From: Karen [<mailto:khaley3893@gmail.com>]
Sent: Wednesday, May 31, 2017 6:38 PM
To: Schelb, Christopher A (DOT)
Subject: Sitka crosswalks

Having just some some time in a small California town with crosswalks that illuminate when a pedestrian is waiting to cross, I was quite amazed at how effective they are. The lights give an added message, a reminder if you will, to drivers that they in fact should stop for pedestrians at crosswalks. I think that every crosswalk in Sitka that doesn't have a signal should in fact have that addition.

On another topic, I live on a boat at Sealing Cove on Japonski Island. Across the street is the new Mt. Edgecumbe pool under construction. On the water side is the RV/Camper lot. The sidewalk to cross the bridge to walk to town is on the other side of the street. There are no crosswalks at all to get to that side of the street so that those of us who choose to walk must jaywalk to get to the sidewalk. I understand that there are rules for where crosswalks can be placed relating to curves in the road and I don't know what else...given that there is no choice but to jaywalk, I would think that some accommodation could be made to benefit both the residents of Sealing Cove Harbor and the visitors utilizing the RV sites.

Thank you for your consideration,

Karen Haley
907-738-0057

Sent from my iPad

From: Schelb, Christopher A (DOT)
To: "bill.mcnally47@gmail.com"
Subject: RE: Sitka Sawmill Creek Road Project 68100 feedback
Date: Thursday, June 01, 2017 1:07:00 PM

Thanks for your comments. They will be included in the project's environmental document.

Chris

From: bill.mcnally47@gmail.com [mailto:bill.mcnally47@gmail.com]
Sent: Thursday, June 01, 2017 1:02 PM
To: Schelb, Christopher A (DOT)
Subject: Sitka Sawmill Creek Road Project 68100 feedback

comments2	We view Option #1 as a fair compromise between the viewpoints of being a homeowner on this road vs. the opposing perspective of being a bike-rider on this road. For the most part, the bikers could care less about the folks that live here, as editorials in the local paper evidence. From their perspective it is all about them. Option #1 widens the driving lane by a 1 and 1/2 feet, which gives the bike-riders a much better margin of safety in the driving lane than they have now. When bikes are present, motorized vehicles tend to slow down some and hug the center-line even if there is a designated bike lane, so we think this option will work well to increase their safety margin and is a good compromise. The homeowners who use the parking lane in front of their house will have 1 & 1/2 feet less parking space, but it will only affect getting into and out of the drivers side doors. We will just have to be extra careful in doing so. We have to wait until ! the traffic clears before getting out, as it is.
zipcode2	McNally revocable trust
name	William & Mary Jo McNally
comments	Option #2, though better for the bikers from a safety perspective, is horrible for homeowners on the South side of the road who will have to park somewhere across the road and have to wait with their hands full while traffic clears enough for them to cross to their homes. Most of the time there is no parking place on the North side anywhere near our house. Since the roundabout went in, there is much less space between traffic. Its hard to catch a break during the busy times of the day. Traffic doesn't have to stop for pedestrians unless they are standing in a cross walk. The closest cross walk is half a block away to the West. The one to the East is in front of the Trooper Academy. Option #2 makes the safety margin 100% better for bikers and 100% worse for homeowners. #2 is just not an acceptable option!
comments1	We live at 608 Sawmill Creek Road & use this road at least several times each day to run errands, go to work, go grocery shopping, etc. We also receive fuel oil, and Fedex or UPS shipments that need to park at the curb.
email	bill.mcnally47@gmail.com

From: Schelb, Christopher A (DOT)
To: "sitkawild@gmail.com"
Subject: RE: Sitka Sawmill Creek Road Project 68100 feedback
Date: Monday, June 05, 2017 8:32:00 AM

Thanks for your comment. It will be included in the project's environmental statement.

Chris

From: sitkawild@gmail.com [mailto:sitkawild@gmail.com]
Sent: Friday, June 02, 2017 9:21 PM
To: Schelb, Christopher A (DOT)
Subject: Sitka Sawmill Creek Road Project 68100 feedback

comments2	<p>Having resided in this location for about 5 years now I am extremely glad to see the current split off of SMC Road and Degroff is being re routed as the current layout cars speed down Degroff posing a safety risk to children, pets and residents. It has also made it very dangerous for me to back in and out of my driveway as it most vehicles fail to signal when turning. While I am glad the turn off to Degroff Street is being changed to slow down traffic I am concerned that it will be difficult for me to get in and out of my driveway safely. The maps showing the project seem to only show one parking space at my house when in afct there are two spaces side by side, one of which appears to be in direct line to where the new turn off will occur posing potential issue for safely entering and exiting my driveway. I encourage ADOT and the C&B of Sitka to consider making Degroff Street a one way street from Lake Street south only. This is discussed more below! .Additionally living in this location I witness first hand dozen of pedestrians and bikers on a daily basis struggling to safely cross SMC Road to get to Degroff Street in the Park Street area. This causes confusions for vehicles. Many walkers and bikers choose to use the less busy streets of Etolin and Biorka Streets to parallel SMC Road and cross at Park Street or Jeff Davis. Unfortunately the closest crosswalks are quite a distance away.. one by Indian River Road and the other three blocks away by Baranof Street. Installing a crosswalk at Park Street would be an easy solution to solve this important public safety issue.</p>
zipcode2	
name	Corrie Bosman
comments	<p>As someone who chose to live close to town I value the ability to walk and bike from my home. Having a bicycle friendly environment helps Sitka in numerous ways including reducing traffic, pollution, demand for parking, wear and tear on the roads etc. The current design of SMC Road in the section between Jeff Davis and the roundabout is currently very unsafe for cyclists. There is just not enough space for parked vehicles, a cyclist and a passing car to all be side by side. This creates a hazardous situation for the cyclists and motorist. I strongly encourage that this project take steps to create a bike friendly route. While I support Option 2 for this reason I also encourage DOT to discuss with the City of Sitka the option of turning Degroff Street into a one way road and creating a designated bike lane on the other half of the street. This would divert bike traffic away from SMC (thereby not impacting the ability to continue to have parking on bot! h sides of the street) and create a much nicer and safer option for bikers. This</p>

	model of creating designated biking routes on side streets is with great success in cities like Portland and Seattle and seems a great solution to the current problem.
comments1	I own and reside at the property at 629 Degroff Street. My property will be directly impacted by the proposed changes at the intersection of SMC and Degroff. Further I commute via bike and foot to downtown for work, groceries and social activities from my house which requires crossing SMC numerous times every day.
email	sitkawild@gmail.com

From: Schelb, Christopher A (DOT)
To: "blooney@crweng.com"
Subject: RE: Sitka Sawmill Creek Road Project 68100 feedback
Date: Wednesday, June 07, 2017 8:01:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: blooney@crweng.com [mailto:blooney@crweng.com]
Sent: Tuesday, June 06, 2017 5:36 PM
To: Schelb, Christopher A (DOT)
Subject: Sitka Sawmill Creek Road Project 68100 feedback

comments2	I prefer the dedicated bike lanes option for the enhanced safety they provide non-motorized transportation users.
zipcode2	CRW Engineering Group, LLC
name	Brian Looney
comments	Thank you in advance
comments1	I plan to visit Sitka - and when I do I will probably walk and bike around town
email	blooney@crweng.com

From: Schelb, Christopher A (DOT)
To: "Galen Paine/Don Surgeon"
Subject: RE: Sawmill Creek Road Resurfacing and Pedestrian Improvements comments
Date: Monday, June 05, 2017 8:27:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: Galen Paine/Don Surgeon [mailto:way2drenched@gmail.com]
Sent: Sunday, June 04, 2017 8:12 AM
To: Schelb, Christopher A (DOT)
Subject: Sawmill Creek Road Resurfacing and Pedestrian Improvements comments

Thank-you for the opportunity to comment on the two proposed options.

I am a frequent bicyclist along this stretch to road. **I am writing in support of Option 2.** I believe this is by far the most practical and the safest option for motorists, bicyclists and pedestrians.

Ideally you would remove parking from both sides of the street which would make this stretch of road even safer. But for now the removal of parking on one side with the creation of designated bicycle lanes and designated crosswalks at all cross streets will make a huge difference.

Thank you.

Sincerely,

Don Surgeon

312 Islander Drive

Sitka, AK 99835

From: Schelb, Christopher A (DOT)
To: [Epstein, David B \(DOT\)](#)
Subject: 68100 Phone Call
Date: Wednesday, May 17, 2017 7:58:00 AM

Hi:

I am going to copy this message as record of a phone call I received this morning (5-17-17) at 7:30 from the principal of the Sawmill Cr. School. He supports the flashing crosswalk lights and mentioned that he had been in conversation with the girl scout leader.

CAS

Chris Schelb
DOT&PF
Environmental Impact Analyst
PO Box 112506
Juneau, AK 99811
907/465-4447

From: [Bill Giant](#)
To: cyndi@sitkasentinel.com
Cc: [Schelb, Christopher A \(DOT\)](#)
Subject: Letter to the Editor
Date: Wednesday, May 10, 2017 11:18:42 PM

I'm really hopeful for the proposed changes to SMC Road between Baranof and Jeff Davis. I've been bike commuting in Sitka for about 8 years now, and this small chunk of road is easily one of the most dangerous stretches for a biker in town. It might seem like a lazy little street to a driver, but for a biker it's a choice between being firmly in traffic, or riding along in the "door zone" of all the parked vehicles. It's a no-win situation either way since a bike accident along this road is almost guaranteed to jam up some poor driver's axle.

I have a baby I'm now hauling around in a bike trailer almost daily, and I absolutely dread this section of road. Honestly, I'm really surprised we've been providing parking to a handful of residents at the cost of safety along a major road for so long. When I read we'd only give up parking along one side of the road to create two bike lanes it sounded like a dream come true to me. Especially, since the area is being improved one way or the other, it would be strange to "upgrade" it to be a new version of the same terrible layout.

I will truly and honestly be eternally thankful to those who walk across the street each morning to get to their cars to make our roads safer.

-William The Giant

From: [Karpstein, Keith D \(DOT\)](#)
To: [Schelb, Christopher A \(DOT\)](#); [Gehring, Loren K \(DOT\)](#); [Ivaniszek, Colleen A \(DOT\)](#); [Heidemann, Marie E \(DOT\)](#); [Epstein, David B \(DOT\)](#)
Subject: FW: Comments regarding Sawmill Creek Road improvements
Date: Tuesday, May 09, 2017 10:55:48 AM
Attachments: [SMC Resurfacing and Pedestrian Improvements.pdf](#)

FYI

Thanks,

Keith Karpstein, P.E.
Design Group Chief
DOT&PF Southcoast Region – Design

6860 Glacier Highway
 Juneau, AK 99801
 Ph: (907) 465-1796
 Fax: (907) 465-4414
 E-mail: Keith.Karpstein@alaska.gov

From: Charles Bingham [<mailto:charleswbingham3@gmail.com>]
Sent: Tuesday, May 09, 2017 1:42 AM
To: assembly; Karpstein, Keith D (DOT)
Cc: dosborne; Lynne Brandon; bear307mt@gci.net; Anthony Treas; aaron@mccullyweb.com
Subject: Comments regarding Sawmill Creek Road improvements

All,

I recently saw the two proposals for the Sawmill Creek Road improvements, and I'd like to see Sitka choose the more bike-friendly option (2) and not the share-road option (1). I think we should emphasize safety with these improvements, and I'm worried keeping the parking will increase the danger to walkers and bikers. I also have seen studies showing sharrows (or share-road) plans aren't as safe as dedicated bike lanes and sidewalks. In addition, safety is improved when you narrow the car lanes (as in Option 2) because it slows traffic down.

We have a very high percentage of bikers and walkers in Sitka (5.42 percent bike to work and 20.24 percent walk to work, according to the American Community Survey from the U.S. Census Bureau), and that percentage of non-car traffic increases during the summer when all of the cruise ships are in town.

On another note, I really don't think there's been enough public comment on this project. I remember a meeting at the Sealing Cove Business Center about 15-18 months ago, but since then I've seen nothing. I just found out today there was supposed to be a work session on Monday (postponed) and a presentation to the Assembly on Tuesday (also postponed).

This section of road has needed pedestrian/bicycle improvements for several years (I frequently post photos of the power poles blocking the sidewalks as a bad example of road design), so I am glad to see this project finally taking shape. But I want to make sure we go for the safest option and not do something halfway. I also hope to post updates on the Walk Sitka and Sitka Cycling websites. Please let me know if there is an open public comment period.

Thanks,
Charles Bingham
charleswbingham3@gmail.com
(907) 623-7660

From: charleswbingham3@gmail.com
To: Schelb, Christopher A (DOT)
Subject: Sitka Sawmill Creek Road Project 68100 feedback
Date: Thursday, May 11, 2017 11:30:51 PM

comments2	I prefer Option Two, even though it still needs a solar-powered flashing crosswalk sign by Baranof Elementary School and a crosswalk by Jeff Davis Street to get people to the graveyard side of the road. Option Two is significantly safer than Option One, which is unacceptable. This is the only section of Halibut Point Road and Sawmill Creek Road without a clearly marked bike lane or multi-use path, and why keep the status quo when this is the most dangerous section of road for a biker or walker in Sitka. Option One is not an improvement, and it even makes things more dangerous because it widens the driving lanes which encourages higher speeds near an elementary school (for grades K-1). Option Two is the only acceptable option, and it even needs crosswalk improvements (including bump-outs, if possible).
zipcode2	Walk Sitka, Sitka Bicycle Friendly Community Coalition
name	Charles Bingham
comments	I believe there needs to be more public notice. One newspaper ad a week before the meeting isn't the way to go (buy several smaller ads, which are more likely to be seen, especially since few people in Sitka buy the Monday paper). I guess there was a PSA sent to KCAW-Raven Radio, but I didn't hear it read until the day of the meeting after it had started, so too late to get to the meeting. I emailed Chris with some other places to share the info (such as KIFW-AM/The Rock-FM commercial radio, Sitka Soup, emailing me for the Walk Sitka and Sitka Cycling websites). You also should create a Facebook event and share the info in groups such as Sitka Chatters. You really need to do a better job about getting public input, and we can't give input if we don't know you're meeting or soliciting comments. Thanks
comments1	I am a downtown Sitka resident who doesn't own a car, so I bike and/or walk through this section of town a couple of times a week getting to where I need to go. For a cyclist, this is the most dangerous stretch of road in Sitka with wide driving lanes (resulting in higher speeds), parking next to the bike lane (which means we're always worried about getting doored), and narrow sidewalks with power poles and vegetation blocking them. I have seen elders who couldn't get their walk-assist push-carts or wheelchairs by the power poles have to drop into the bike lane, which is very dangerous. You can see more at http://walksitka.wordpress.com or http://sitkacycling.wordpress.com (scroll down).
email	charleswbingham3@gmail.com

From: akflyfisher29@yahoo.com
To: Schelb, Christopher A (DOT)
Subject: Sitka Sawmill Creek Road Project 68100 feedback
Date: Saturday, May 13, 2017 9:12:21 AM

comments2	The homes along this section have very limited parking so taking this away would have a negative impact on the community but there is also a need for a bike line.
zipcode2	
name	David Curran
comments	Due to the high amount of pedestrian traffic by the Baranoff elementary school, a solar powered crosswalk flasher should be installed.
comments1	I will have children attending school in this section that will be improved. I traverse this section of road multiple times a week.
email	akflyfisher29@yahoo.com

Ms Carole Denkinger
1101 Edgcombe Dr
Sitka, AK 99835

Received 5/17/17

May 15, 2017
D.O.T.
Chris Schell
PO Box 112506
Juneau AK 99811

Dear Mr. Schell

This note is to request you strongly consider supporting the installation of solar-powered crosswalks at both Blatchley middle and Baranof Elementary Schools in Sitka Alaska. In addition I would seriously appreciate it if Sawmill Creek Road could be resurfaced and the Pedestrian Improvements Project # 68100 be done. Safety of all of Sitka's pedestrians, bicyclists and motorists is of upmost concern on this sometimes treacherous stretch of road.

Sincerely,
Carole Denkinger
Sitka

Thank you!

From: mwhames@gmail.com
To: [Schelb, Christopher A \(DOT\)](#)
Subject: Sitka Sawmill Creek Road Project 68100 feedback
Date: Friday, May 12, 2017 11:28:41 AM

comments2	A roundabout is a great idea. Inbound traffic gets backed up as people stop to turn left onto JD.
zipcode2	
name	Mary Hames
comments	PLEASE consider SOLAR-POWERED CROSSWALK SIGNS at Baranof School and Sawmill Creek Rd. This is a very dangerous intersection for the school children crossing; especially in the dark winter days.
comments1	I live southbound Sawmill Creek Rd past Jeff Davis St. I drive into town numerous times a day, and use the Jeff Davis turn off quite frequently.
email	mwhames@gmail.com

From: KL
To: Schelb, Christopher A (DOT)
Subject: SMC road upgrade between roundabout and Jeff Davis Street
Date: Wednesday, May 10, 2017 10:11:39 PM

Hello Chris,

Thank you for this opportunity to comment on the road upgrade between the roundabout and Jeff Davis Street in Sitka. As a person who runs/walks, bikes, and drives, I believe it is in the best interest of Sitka residents to do what serves all three. First, providing public parking on state high ways is not in the best interest of the general public, but only serves a few individuals who live in the area, so that can completely GO AWAY. The individuals who live in the area should provide their own parking on their private property. Bike paths should be provided on both sides of the street to ensure that bikers follow the rules of the road. Sidewalks should also be provided on both sides of the road, clear of hazards, including telephone and light poles, so walkers and runners have the ability to stay out of the road and be safe, while avoiding causing traffic snafu's. Real bikers do not share the road well with walkers, as walkers block the paths and are not attentive to them coming up from behind, so any effort to keep them separate will be helpful. Bikers should be along the highway, whereas, walkers should be further away and in a separate section from bikers. There is no reason to have parking on either side of the street as that creates hazards to pedestrians, bikers, and drivers trying to pull into the traffic without the full benefit of a good view from their driveway, and Jeff Davis (left and right view, with no blind spots from which to hit bikers or cars). I am sure you will hear from property owners that Sitka needs to provide them on-street parking, but this only happens in a few select neighborhoods in town, and again, is not in the best interest of the general public who transits these areas multiple times daily. Just today I drove past an area where on-street parking is provided and there was a boat parked there that was wider than the area allowed. This is what happens when on-street parking is allowed for private use. Best to keep public property, public!

P.S. If you ever get a chance to look at Cascade Creek Road intersection with Halibut Point Road again, please consider another roundabout, including Sea Mart, but definitely remove the reverse curve going up Cascade Creek Road from the South on HPR (really nasty in icy winter conditions, and particularly difficult to pull a large boat up that hill from a reverse curve). Anything you can do to improve the traffic from Cascade Creek Road and Sea Mart would help. It was much better when Cascade Creek Road traffic did not have to compete with traffic coming to and leaving Sea Mart, but that got terrible when the South road into Sea Mart was blocked off. Now all the traffic is in the same location, which complicates things significantly. Only half the cars leaving Sea Mart (and Cascade Creek Road) realize Cascade Creek drivers have the right of way turning left into town. Cars from Sea Mart, turning right, ignore the sign and try to jump in front and there are lots of close calls there.

Again, thank you for listening to my diatribe on the merits of the various options on how to deal with the "renovation" of SMC from the roundabout to Jeff Davis Street. Plus my commentary on Cascade Creek Road and HPR intersection, which used to work well, but now is fairly dangerous...

Klaudia Leccese

From: [Bill McNally](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: Re: Update request on: Sitka Sawmill Creek Road Resurfacing & Pedestrian Improvements
Date: Thursday, January 05, 2017 9:59:30 AM

Many thanks Chris for the quick and thorough response...Bill McNally

From: Schelb, Christopher A (DOT) <chris.schelb@alaska.gov>
Sent: Thursday, January 5, 2017 10:11 AM
To: Bill McNally
Cc: Pyeatt, David A (DOT)
Subject: RE: Update request on: Sitka Sawmill Creek Road Resurfacing & Pedestrian Improvements

Hi there:

We are still moving ahead with this project, but in a prudent manner. DOT&PF is working on a Request for Proposal for a traffic consultant who would do additional research to provide an opinion of alternatives. That would be the subject of a future public meeting in Sitka to gather residents thoughts on the alternatives. Construction is planned for 2019 at this time with consideration for delay based on unknown circumstances.

Additionally, project management has changed. Chad Howard has left state employment and David Pyeatt is now the project manager. I am still the environmental analyst. Hope this helps and do not hesitate to contact me with any questions or comments.

Chris Schelb

From: Bill McNally [<mailto:bill.mcnally@hotmail.com>]
Sent: Tuesday, January 03, 2017 3:35 PM
To: Schelb, Christopher A (DOT)
Subject: Update request on: Sitka Sawmill Creek Road Resurfacing & Pedestrian Improvements

Hi Chris,

Has a decision been made to do the road work in front of our house at 608 Sawmill Creek Road in Sitka? If so, when is it scheduled to begin?

Thanks much...Bill & Mary Jo McNally

From: knyitray@yahoo.com
To: Schelb, Christopher A (DOT)
Subject: Sitka Sawmill Creek Road Project 68100 feedback
Date: Saturday, May 13, 2017 9:30:52 AM

comments2	Bike lanes on both sides of the road would decrease the chance of biker-automobile collisions.
zipcode2	
name	Keith Nyitray
comments	I hear that some people are asking for a solar-powered cross-walk for the children attending Baranof Elementary School... and I'm all for increasing child safety in any way possible.
comments1	I definitely use this section of SMC Rd multiple times per day.. not only for personal reasons but also for business.
email	knyitray@yahoo.com

From: [Sally Tabor](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: Sitka Traffic Corridor Bike options
Date: Thursday, May 11, 2017 8:14:05 AM

I am writing in regards to the proposed changes to Sawmill Creek Rd between the traffic circle and Jeff Davis Street. I would like to support option two, in which bike lanes are added to the road. This is currently a very difficult area to navigate on bikes. Particularly in light of the nearby elementary school, I think that safety for bicycle riders should be a top priority in designing any changes in road layout.

-Sally Tabor
1815 Edgecumbe Drive
Sitka, Alaska

From: [Troop 4140 Sitka](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: COMMENTS: Sitka Sawmill Creek Road Resurfacing & Pedestrian Improvements Project #68100
Date: Friday, May 12, 2017 12:13:56 AM

Hi Chris~

Thanks so much for taking the time to come to Sitka & solicit comments about the Sitka Sawmill Creek Road Resurfacing & Pedestrian Improvements Project #68100. After reviewing the designs & spending a fair amount of time thinking about the 2 options I prefer option 1. There are other less busy roads (DeGroff & Biorka) that are very close so I don't think it's a good idea to get rid of the parking. Thinking about someone having to park on the other side of the street & walk across SMC every day (especially with their children or groceries) seems way more dangerous than the occasional bike rider who doesn't want to use another road.

My main concern about the design is the lack of a lighted crosswalk sign at the SMC/Baranof Street intersection at Baranof Elementary School (kindergarten & 1st grade). Sawmill Creek Road is one of the busiest streets in Sitka & this particular crosswalk sees a large amount of pedestrians.

In short, I strongly believe that adding solar-powered crosswalk signs is essential & will significantly increase pedestrian safety.

Please feel free to contact me if you have any questions.

Thank you,

Retha Winger

--

Retha Winger
Troop Leader
Troop 4140
907-738-2073

From: [Jaycen Andersen](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: No to Sitka solar-crosswalk
Date: Monday, May 15, 2017 7:38:31 AM

Chris,

I do not agree with the few who want to waste money on the solar powered crosswalks here in Sitka. Trading common sense for money wasted on all these ridiculous signs and lit up crosswalks needs to come to a slow. Please save the money and use it to improve our roads. The states broke and this isn't where the money needs to be spent.

Thanks

Jaycen Andersen
Sitka, AK

From: Brenda.calkins.2010@gmail.com
To: [Schelb, Christopher A \(DOT\)](#)
Subject: Sitka Sawmill Creek Road Project 68100 feedback
Date: Friday, May 12, 2017 7:16:53 AM

comments2	Option 2 would be my choice because there are always many cars parked in this stretch of road. Although a bike lane that would complete the bike lane route for the rest of smc would be nice and seem logical i dont feel you can give up the parking.
zipcode2	
name	Brenda calkins
comments	I do support the solar powered lighted crosswalk project that is being presented as many children walk to this school and although a crossing guard is used during school breaks, this crosswalk is also heavily used by tourists and locals coming off our trail system as well.
comments1	I drive run and walk on this section of road regularly.
email	Brenda.calkins.2010@gmail.com

From: [Debbie Daniels](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: Sitka traffic corridor
Date: Thursday, May 11, 2017 6:49:25 AM

Hello Chris

My husband and I noticed in last nights paper that there was an open house regarding the planned upgrades. We live at 631 DeGroff and had no idea that this was planned. Extremely upset that we were not notified of this.

Can you please send us information as to the options you are proposing? It will be much appreciated to be able to give our thoughts on this section. We have lived in our home for 15 years and have experienced all sorts of problems and are happy to share our concerns

Thank you
Debbie and Dennie Daniels

Sent from Debbie's iPhone

From: [Sydney Evenson](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: Upgrades to Roads in Sitka
Date: Friday, May 12, 2017 9:24:42 AM

Hello. I am writing as a concerned citizen in Sitka, AK. I understand the DOT will be making upgrades to Sawmill Creek Road in the near future. I also understand that The Girl Scout Troop 4140 is willing to cover the cost of installing solar-powered crosswalk signs at SMC/Baranof Street (at the Baranof Elementary crosswalk). I am concerned for the safety of our children and I have realized the effectiveness of the new signs on Halibut Point Road and Peterson St. and feel it would benefit our community and children to have these installed at the other location. Having young children myself, it concerns me that this is currently not being considered in the current plans. I hope this is reconsidered. Thank you for your time.

Sydney Evenson, Travel Agent
SE Travel Partners
setravelpartners.com
907-738-0883
sydney@setravelpartners.com

From: [Alice Hanson](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: Sitka, SMC road - Jeff Davis improvements
Date: Friday, May 12, 2017 11:18:56 AM

Please include pedestrian "traffic" in your road improvements. There is a real need for an ordinary crosswalk somewhere between Baranof st and Indian River road, preferably at the DeGroff intersection. Many residents on the upland side of the SMC-HPR road corridor walk to & from downtown Sitka daily, and should be given at least equal consideration in road plans. It barely reduces drive-times for a vehicle to stop at a crosswalk, but a pedestrian route can be lengthened by many minutes if it is necessary to walk several blocks out of their way. A long walk may be good for my health, but I would rather not have to walk along the busiest road in Sitka for my exercise; rather I would prefer to be able to get to my destination more or less directly, the same as a driver or bike rider. The alternative is jaywalking, of course, not always a pleasant maneuver. This is a small town with a concentration of residential areas on both sides of the SMC-HPR corridor; pedestrian routes should be encouraged and drivers should expect to slow down through the town. Thanks for considering my comment.

Alice Hanson

From: [Lorraine Inez Lil](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: Sawmill Creek Road Sitka, Alaska WE need bike lanes!
Date: Monday, May 15, 2017 7:52:30 AM

Dear Chris,

I am writing you this note to express my opinion on the Sawmill Creek Road project. We in Sitka need bike lanes. Anywhere that the State can put bike lanes in Sitka please put them in.

Sitka needs bike lanes.

Thank you so much for understanding,
Lorraine Inez Lil
907-747-3309

From: [Bill McNally](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: RE: Sitka Sawmill Creek Road Resurfacing & Pedestrian Improvements
Date: Friday, May 20, 2016 3:01:54 PM

Ok, many thanks for the quick response. Have a great summer!

From: chris.schelb@alaska.gov
To: bill.mcnally@hotmail.com
CC: james.brown@alaska.gov; colleen.ivaniszek@alaska.gov
Subject: RE: Sitka Sawmill Creek Road Resurfacing & Pedestrian Improvements
Date: Fri, 20 May 2016 16:22:14 +0000

Hi:

At this time no final decisions have been made. In February we sent out traffic numbers engineer to track pedestrian and bicycle counts at several locations along Sawmill Creek Rd. We are planning on a second count at the end of this month or in June sometime so a winter/summer usage comparison can be made. In the meantime the designer has been looking at several options as to what would be best. The final design will be driven by the usage numbers and public desire. Although I cannot offer a concrete date, I would guess that by the end of summer more should be known. Sorry I can be more informative, but there is not much more to offer at this time. When there are issues besides parking including relocation of utility poles, replacement of underground storm drainage pipes, ADA curb ramp upgrades, and other, all factors must be considered to come up with a good design which is time consuming.

Chris

From: Bill McNally [<mailto:bill.mcnally@hotmail.com>]
Sent: Friday, May 20, 2016 8:07 AM
To: Schelb, Christopher A (DOT)
Subject: Sitka Sawmill Creek Road Resurfacing & Pedestrian Improvements

Hello Chris,

We live at 608 Sawmill Creek Road and are wondering whether the final decision to include a bike lane in front of our house has been made.

Bill McNally

ALASKA STATE LEGISLATURE

SESSION

State Capitol, Rm. 30
Juneau, Alaska 99801-1182
(907) 465-3873 Phone
(877) 463-3873 Toll Free
Sen.Bert.Stedman@akleg.gov



INTERIM

1900 1st Ave.
Suite 310
Ketchikan, AK 99901-6442
Phone (907) 225-8088
www.BertStedman.com

SENATOR BERT K. STEDMAN

May 17, 2017

Christopher Schelb
State of Alaska
Department of Transportation
P.O. Box 112506
Juneau, AK 99811

Re: Crosswalk Lighting

Dear Mr. Schelb:

I am requesting the Department of Transportation install crosswalk lighting at two intersections in Sitka, Alaska. The first intersection is at Baranof Street and Sawmill Creek Road. The second intersection is right by Blatchley Middle School, at Halibut Point Road and Lakeview Drive.

It is very important to have marked crosswalks as they are vital to helping pedestrians move safely across a roadway, and are particularly important to helping pedestrians who are young children cross a roadway safely. Both intersections here are crossed daily by a significant number of young children heading to or from Baranof Elementary School or Blatchley Middle School. There is also significant vehicle and school bus traffic which enters the Blatchley Middle School parking lot. The parking lot entrance is adjacent to the subject crosswalk. In the winter, these children are crossing in complete or partial darkness in the morning and the afternoons.

Crosswalk lighting would help alert drivers to the presence of pedestrians and direct pedestrians to use the crosswalks. The Federal Highway Administration has found that crosswalk lighting and other enhancements can have a significant positive effect in drivers yielding to pedestrians.

I urge the Department of Transportation to install crosswalk lighting at these two intersections. You may consider this letter official comments to the record for the Sitka Sawmill Creek Road Resurfacing and Pedestrian Improvements, Project #68100, which specifically includes in its scope the intersection at the corner of Baranof Elementary.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bert Stedman".

Senator Bert Stedman

Cc: Mark Gorman, City of Sitka

District R

Angoon • Coffman Cove • Crnig • Edna Bay • Elfin Cove • Hollis • Hoonah • Hydaburg • Hyder • Kake • Kasan
Ketchikan • Klawock • Klukwan • Kupreanof • Metlakatla • Meyers Chuck • Naukati • Pelican • Petersburg
Point Baker • Port Alexander • Port Protection • Saxman • Sitka • Tenakee Springs • Thorne Bay • Whale Pass • Wrangell

41

From: [Troop 4140 Sitka](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: info?
Date: Friday, May 12, 2017 12:18:39 AM

Hi Chris~

It's Retha from Sitka again. Can you tell me who I would direct a request to install solar-powered crosswalk signs by Blatchley Middle School? This is down the road from the HPR/Peterson Street one that was installed a couple weeks ago.

Would it be David Epstein?

Thanks,
Retha

--
Retha Winger
Troop Leader
Troop 4140
907-738-2073

From: Schelb, Christopher A (DOT)
To: "Peter Bradley"
Subject: RE: Sawmill Creek Road redesign, Sitka
Date: Wednesday, May 24, 2017 11:34:00 AM

Thanks for the comment. It will be included in the project's environmental document.

Chris

From: Peter Bradley [mailto:peter@iialaska.org]
Sent: Tuesday, May 23, 2017 3:16 PM
To: Schelb, Christopher A (DOT)
Subject: Sawmill Creek Road redesign, Sitka

Hi Chris,

Thank you for accepting public comment about the redesign of Sawmill Creek Rd in Sitka. I'm writing in favor of option 2, featuring bike lanes. I'm both a cyclist and a driver, and I think that from both positions, the bike lane will make travel along that relatively busy stretch of road easier and safer.

When I'm bicycling, I often notice that drivers - not knowing how to treat bicyclists on the edge of a lane on a busy road - will actually slow to my speed and follow closely behind me until one of us turns of the road. This is a kind but ultimately unhelpful courtesy - it makes me anxious as a cyclist, slows the traffic behind, and possibly does harm to idea of bicycle friendly roadways in the eyes of the nervous and slowed drivers.

As a driver, the lack of a bike lane does lead to a bit of uncertainty and unpredictability when near a cyclist. That is especially true when you add 3 or 4 parked cars to the equation, forcing the cyclist to swerve around.

Speaking of those parked cars, I have noticed that there is limited use of those parking spaces on the south side of Sawmill Creek Road - usually there are fewer than 6 or 7 cars parked along that whole stretch of road. While a few people will have to adapt to new parking spots, by and large those spaces will not be missed.

I also want to thank you for two other changes that will be made to the road that will correct problem areas. One is the re-alignment of the bike lane at Jeff Davis Street - that's a place where there is a ton of miscommunication between drivers and cyclists, and I'll be excited for the change.

The other change is the blocking of the thru-way at Degroff St and SMC, which seems ripe for a potentially catastrophic signalling miscommunication between bicyclist and driver - I'll be glad to see the proposed change go forward.

Thank you for considering my thoughts on the merits of option 2 - it will make for smoother and safer traffic flow, while also completing a stretch of excellent, beautiful bike-friendly roads all the way to Silver Bay from the roundabout.

Best,

Peter

--

Executive Director
Island Institute
907-747-3794
www.iialaska.org

Read our [2015-2016 Year In Review](#)

From: [jeff_budd](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: Sitka option 2
Date: Friday, May 19, 2017 4:58:34 PM

Dear Chris, I believe the bike lane options is the best. More and more people are riding bikes in Sitka - year around. I am a past owner/operator of a bike tour business here - which is still in operation - summer bike rentals are also part of the economic engine of Sitka - altho it is pedal powered. Thank you. Cheers, Jeff Budd

From: Schelb, Christopher A (DOT)
To: "Tom Crane"
Subject: RE: Bicycle Safety in Sitka
Date: Wednesday, May 24, 2017 10:56:00 AM

Thanks for the comment. It will be included in the project's environmental document.

From: Tom Crane [mailto:tecrane@gmail.com]
Sent: Tuesday, May 23, 2017 10:52 PM
To: Schelb, Christopher A (DOT)
Subject: Bicycle Safety in Sitka

I support the proposed bike lane along Sawmill Creek Road , (option 2) . This is a dangerous stretch just before hooking up with the bike path heading east . Thank you for accepting comments on this . Sincerely , Tom Crane , 2511 Sawmill Creek Road

From: Schelb, Christopher A (DOT)
To: "Bethany Goodrich"
Subject: RE: Bike Lanes
Date: Wednesday, May 24, 2017 11:12:00 AM

Thanks for the comment. It will be included in the project's environmental document.

Chris

From: Bethany Goodrich [mailto:bethany@sitkawild.org]
Sent: Tuesday, May 23, 2017 3:53 PM
To: Schelb, Christopher A (DOT)
Subject: Bike Lanes

Dear Mr. Schelb -

Thanks for taking the time to source public feedback on the redesign of Sawmill Creek Road.

I am a bike commuter writing in favor of Option 2. Sitka is a small town with limited roads. Many people here sadly live below the poverty line and can't afford to own a car. I can't afford to drive a car which hasn't impeded my ability to move about Sitka BUT there are certainly close-encounters with fast moving vehicles due to limited space on the roads that I keep me scared to drive my bike most days.

I would love to see a redesign that makes cyclists feel safe and supports our growing commuter population.

I strongly support Option 2 of the Sawmill Creek Road design. It prioritizes the safety of all commuters.

Thank you for taking the time to solicit public input on this issue.

Sincerely,
Bethany Goodrich

--

Bethany Goodrich
Communications Director
Sustainable Southeast Partnership
907.747.7509

SustainableSoutheast.net | bethany-goodrich.com

From: Schelb, Christopher A (DOT)
To: "Kris Hoffmann"
Subject: RE: Sitka's Sawmill Creek Rd comments
Date: Wednesday, May 24, 2017 10:41:00 AM

Thanks for the comment. It will be included in the project's environmental document. For clarification: the utility would be moved in to the back side of the sidewalk. Buried wires are considerably more expensive than overhead. This is a FHWA sponsored project so it is about 90% fed funded. Besides paving, the project includes a new storm drain system to replace the current 50 year old and worn system along with bringing all curb ramps up to ADA specs.

-----Original Message-----

From: Kris Hoffmann [mailto:kris4robert@gci.net]
Sent: Wednesday, May 24, 2017 9:48 AM
To: Schelb, Christopher A (DOT)
Subject: Sitka's Sawmill Creek Rd comments

Hello,

I received a packet in the mail, and was asked to comment. I have lived on this road for almost 20 years. At a time when the state is under so much financial stress that they took away half the dividend, I wonder what the cost will be of any changes made to 5 blocks of road in a town of under 10,000 people.

The DeGroff Street paving happened despite residents fears that paving would increase the speed of drivers, which of course it did. Why not just put in a speed bump?

As for bicyclists, I lived in Boston many years ago, and rode my bicycle to work every day through city traffic, obeying all the rules of the road. If a cyclist is feeling unsafe on SMC after Jeff Davis Street, he could easily use Biorka street as an alternate bike route towards town, which has very little, and much slower traffic. I have seen quieter streets used in other places as designated bike routes. If an incoming cyclist heading towards Halibut Point road is fearful of SMC, using Degroff Street would give him a much quieter road to navigate those few blocks.

What would be useful though, and cost almost nothing, is more crosswalks. There is none between Baranof Street and Indian River road at the Trooper Academy. If there were a crosswalk at the current entry point of Degroff, (from the little island) and also going across SMC, that would give pedestrians and cyclists a safer way to navigate, and would have a tendency to slow down cars. Another crosswalk at Jeff Davis would also give safety to cyclists wanting to ride with traffic after the bike path abruptly stops. Right now, once the bike path stops at Jeff Davis, a cyclist is automatically facing traffic. He should be able to safely cross the street and ride with traffic, whether he chooses SMC or DeGroff to head towards the roundabout.

As for the telephone poles, yes, they make it impossible for someone in a wheelchair to use the north side of SMC. Is the proposal to put the utilities underground? Or just move them into the street? Either way, it sounds like a VERY expensive project for a town of under 10,000 people. Again, if there were more crosswalks, pedestrians of all kinds could more easily navigate SMC, at minimal cost.

Personally, I would love to see the utilities moved underground, as they block what would be a very nice view I have of Arrowhead. But at this point, with the State budget, it seems extremely wasteful.

Sitka is a town of under 10,000 people. The per capita costs the state spends in this town is, in my opinion, outrageous.

I see some cities use speed cams, to photograph license plates of speeders, then send them tickets. I don't know the expense involved in those, but THAT would stop a lot of speeding, which in turn keeps everyone safer. Lots of speeding on SMC!

I have lived in Sitka for 44 years, and all I can think is why can't we live within our means? Common sense, with more personal responsibility (like cyclists following the rules of the road) and less "money, money, money" to

satisfy every "wish list item" would leave the state in much better financial condition.

Last year's big DOT signs saying how many million state dollars went into paving and sidewalks for a few blocks of Hollywood Way (?) made me mad. There is nothing wrong with having the littlest streets stay dirt roads, where cars will automatically go slower. Maybe if I hadn't seen that sign, I wouldn't be so upset with more DOT proposals for SMC.

Oh, and the idea of one side of the street not allowing parking - I think that's a terrible idea. This area of town is small houses on some tiny lots (that were bigger at one time before SMC was widened), quite a few of which have no parking, or very limited parking space on their property. And in winter, with snow piles, there is very limited parking on either side of the street.

I know this is a rather long letter, but to sum up, add crosswalks and a speed bump, and quit spending so much limited state money on such a small town. If someone wants all the bells and whistles of a "real" city, they should live in one. I, for one, very much miss the Sitka I came to 44 years ago, with it's mostly dirt roads and quiet, small town beauty.

Thank you for your time,
Kris Hoffmann
621 Sawmill Creek Rd.

And yes, my garden encroaches on the sidewalk, as do others, and I never mind walking around them. More green with less concrete makes for a much more enjoyable life.

From: Schelb, Christopher A (DOT)
To: "Eric Jordan"
Subject: RE: Bike lanes options on Sawmill Creek road Sitka
Date: Wednesday, May 24, 2017 10:53:00 AM

Thanks for the comment. It will be included in the project's environmental document.

From: Eric Jordan [mailto:ericsarahjordan@gmail.com]
Sent: Wednesday, May 24, 2017 7:45 AM
To: Schelb, Christopher A (DOT)
Subject: Bike lanes options on Sawmill Creek road Sitka

Chris,

I strongly favor option two for both safety and practical transportation. It also benefits my business as my young crew members are often biking to and from work.

Please adopt Option 2.

Eric Jordan
103 Gibson Place
Sitka, AK 99835

--

Eric Jordan
F/V I Gotta
103 Gibson Place
Sitka, AK 99835
907-738-2486

"I think I fish, in part, because it's an anti-social, bohemian business that, when gone about properly, puts you forever outside the mainstream culture without actually landing you in an institution". –John Gierach

From: Schelb, Christopher A (DOT)
To: "[Esther Kennedy](#)"
Subject: RE: SMC Redesign Comment
Date: Wednesday, May 24, 2017 10:51:00 AM

Thanks for the comment. It will be included in the project's environmental document.

From: Esther Kennedy [mailto:esther.kennedy3@gmail.com]
Sent: Wednesday, May 24, 2017 9:48 AM
To: Schelb, Christopher A (DOT)
Cc: assembly@cityofsitka.com
Subject: SMC Redesign Comment

Dear Mr. Schelb:

Thank you for taking comments on the Sawmill Creek Road redesign.

I am writing in support of Option 2. I spent my first few months in Sitka commuting into town on Halibut Point Road - a road that, unlike Sawmill Creek, boasts at least a marginal bike line for the entirety of its length. Given how risky HPR sometimes felt closer to town, I cannot imagine making a similar commute along SMC. The current status quo of SMC's bike lanes abruptly disappearing just as the off-road bike path ends seems almost deliberately absurd. As a sometime bike commuter and infrequent driver, I welcome any attempt to reduce conflicts and confusion between cars and bikes. As a daily pedestrian, I appreciate efforts to make roads a more attractive place to bike than our sidewalks.

Sitka's bike friendliness is one of its strengths and there is no shortage of parking here. Option 2 is the best way to increase the safety of all commuter groups while reasonably accommodating residents' parking needs.

Thank you for your concern.

Sincerely,

Esther Kennedy

From: Schelb, Christopher A (DOT)
To: "Maia Mares"
Subject: RE: Sitka: Sawmill Creek Road
Date: Wednesday, May 24, 2017 10:33:00 AM

Thanks for the comment. It will be included in the project's environmental document.

Chris

From: Maia Mares [mailto:maia@sitkawild.org]
Sent: Wednesday, May 24, 2017 10:30 AM
To: Schelb, Christopher A (DOT); assembly@cityofsitka.com
Subject: Sitka: Sawmill Creek Road

To whom it may concern:

I'm grateful to be able to comment on the redesign plans for Sawmill Creek Road.

I'm writing to strongly urge you to pursue the construction of bike lanes along that road, rather than two sides of parking. I commute to work by bike, and bike is my main mode of transportation in town. I often purposefully avoid biking along that length of SMC because it feels dangerous and unsafe. This means I often go substantially out of my way and take inefficient routes, simply because the infrastructure for a safe biking experience does not exist on that road.

There is plenty of parking in Sitka, and I have never seen both sides of SMC full of cars, whereas there is a clear need for bike lanes in this area. Residents of the area will still have a place to park their cars, and bikers will be safe. It's a win-win.

In short, I strongly support the construction of a two-way bike lane along Sawmill Creek Road.

Thank you for taking the time to solicit public input on this issue. I appreciate you listening.

Best,
Maia Mares

From: [Bailey, Meadow P \(DOT\)](#)
To: [Goins, Christopher B \(DOT\)](#); [Coffey, Michael J \(DOT\)](#)
Cc: [Karpstein, Keith D \(DOT\)](#); [Lockwood, Gregory K \(DOT\)](#); [Schelb, Christopher A \(DOT\)](#); [Carroll, Lawrence P \(DOT\)](#); [Epstein, David B \(DOT\)](#); [Noble, Steven](#); [Andrew Ooms](#)
Subject: RE: Loop Road Rounabout Plans P#Z676220000
Date: Thursday, May 25, 2017 1:33:47 PM
Attachments: [image003.png](#)
[image004.png](#)
[image006.png](#)
[image007.png](#)

Thank you! Responses were posted. M

From: Goins, Christopher B (DOT)
Sent: Thursday, May 25, 2017 12:51 PM
To: Bailey, Meadow P (DOT) <meadow.bailey@alaska.gov>; Coffey, Michael J (DOT) <mike.coffey@alaska.gov>
Cc: Karpstein, Keith D (DOT) <keith.karpstein@alaska.gov>; Lockwood, Gregory K (DOT) <greg.lockwood@alaska.gov>; Schelb, Christopher A (DOT) <chris.schelb@alaska.gov>; Carroll, Lawrence P (DOT) <pat.carroll@alaska.gov>; Epstein, David B (DOT) <david.epstein@alaska.gov>; Noble, Steven <snoble@dowl.com>; Andrew Ooms <aooms@kittelson.com>
Subject: RE: Loop Road Rounabout Plans P#Z676220000

Meadow and Mike,

Thanks to the help of David Epstein and Andrew Ooms I can submit the below answers. Let me know if you need something further.

Paul Maguire

Roundabouts are unsafe, inefficient, not fiscally responsible, not recommended or supported by safety groups, etc. As a cyclist they also enhance risk w/many motorized drivers hell bent, wrong lane, poor visual, etc. Also, ADA...as a wheelchair user how do I navigate a crossing? Not only clear and safe, but in a timely manner. What about a citizen w/a visual or hearing impairment? Sound source?

Please stop going "back to the future." Think of human diversity. Do you have reps. on your board who use sport/medical/racing wheelchairs, experience blindness, have an intellectual disability, older adults using assistive devices like walkers, etc.?

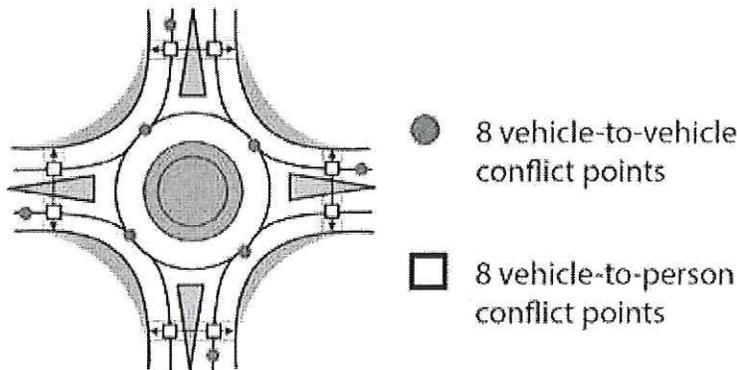
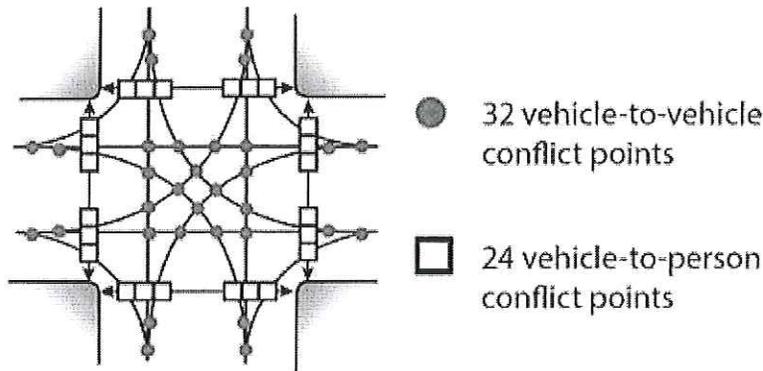
Paul Maguire, PhD
 Creating Peaceful Neighborhoods

REPLY

Paul thank you for your concern and I hope the following information helps alleviate some of your concerns.

Roundabouts are safe. According to U.S. DOT Federal Highway Administration (FHWA) single-lane roundabouts when compared to a signaled intersection reduce fatalities by 90%, reduce injury

crashes by 76%, and reduce pedestrian crashes by 30-40%. Additionally, other studies have found a 35-50% reduction in total crashes (ones not including injuries). Three main reasons account for these overwhelming safety benefits. First, speeds through a roundabout are low; under 30 mph. In the case of the Mendenhall Loop Road roundabouts the majority of the turning movements designed dictate speeds through them of less than 25 mph. Second, roundabouts have 75% fewer vehicle-to-vehicle conflict points compared to a signaled intersection. Lastly, roundabouts have 67% fewer vehicle-to-pedestrian conflict points compared to a signaled intersection. Simply put, roundabouts have a well-defined **track record of saving lives**.



Graphics courtesy of AARP Modern Roundabouts website

Roundabouts are more efficient than signalized intersections. Roundabouts can handle 30-50% more traffic than conventional intersections, and as a result reduce delays. For example, existing traffic delay at the Mendenhall Loop Road and Steven Richards Intersection for the average northbound driver during the peak PM traffic is currently 20 seconds, and by the year 2035 the average delay per driver would be 45 seconds. By comparison the designed roundabout during the year 2035 will have an average northbound driver delay of 12 sec. In the current year this is a 40% reduction in delay, and in the year 2035 this is a 73% reduction in delay for the average driver.

Roundabouts are fiscally responsible. Roundabouts require no signal equipment to be installed or

repaired, and according to FHWA eliminate on average \$5,000 per year in electricity and maintenance costs (probably much more in Alaska). Also, the service life on average for a roundabout is 25 years whereas signal equipment service life is 10 years. Additionally, roundabouts are **money in your pocket**, because the average driver will spend less time idling at the intersection saving people time and money. Additionally, the decrease in crashes reduces driver and societal costs of traffic collisions.

Roundabouts are safe for bicyclists. As previously mentioned, low vehicle speeds akin to cyclist speeds in roundabouts allow drivers and bicyclists more time to react to one another reducing the chance and consequence of error. Mendenhall Loop Road roundabouts are designed to provide a bicyclist the option of riding through the roundabout with slow-moving cars or crossing as a pedestrian via ramps to the 10-foot multiuse paths on either side of the road. As with any intersection, cyclists and vehicle drivers must obey the rules of the roundabout as they proceed through the intersection.

Roundabouts are designed to meet the latest Americans with Disabilities Act (ADA) requirements and provide pedestrians with safer crossings than at signalized intersections. Modern roundabouts place the crossing point back from the roundabout circle and provide a center island as a pedestrian refuge. This allows for a two stage crossing of the road meaning a pedestrian or wheel chair user will have to only look for vehicles approaching in one direction before reaching a pedestrian refuge. Once in the pedestrian refuge the pedestrian or wheel chair user will look in the opposite direction and wait for traffic to stop prior to crossing again. On Mendenhall Loop Road 10 of the 12 crossings at roundabouts will only require crossing one lane of traffic prior to reaching a pedestrian refuge. The other two crossings will have to cross two lanes of traffic before reaching a pedestrian refuge. At the two lane crossings Rectangular Rapid Flashing Beacons (RRFB), like those on Riverside Drive adjacent the elementary school, will be installed to assist pedestrians in notifying drivers they are there and attempting to cross. These pedestrian crossings will be more efficient than the existing traffic signals as pedestrians will have the right-of-way to cross without waiting for a traffic signal to change. All ramps and crossing will be installed to meet the latest ADA guidelines, including guidelines for visually impaired users.

Meg Buck How does relocation work? From the proposal for Mendenhall Boulevard, it looks like a couple of houses will have roads going through them.

REPLY

DOT&PF must comply with the policies and provisions set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (the Uniform Act) and its amendments. The Uniform Act provides for fair and equitable treatment of persons whose property will be acquired or who will be displaced because of programs or project financed with Federal funds.

The link to the Code of Federal Regulations:

<https://www.ecfr.gov/cgi-bin/retrieveECFR?>

gp=&SID=75e8f3df986e7a51f83b257ef21affdb&mc=true&n=pt49.1.24&r=PART&ty=HTML

The link to DOT&PF's brochures: Acquiring Real Property for Federal-Aid Programs and Projects; and Relocation Services for Residential Property are found here:

<http://www.dot.state.ak.us/stwddes/dcsrow/downloads.shtml>

Christopher Goins, P.E.

Engineering Manager

Alaska Department of Transportation and Public Facilities

Southcoast Region

Ph: (907) 465-4443



From: Andrew Ooms [<mailto:aooms@kittelson.com>]
Sent: Thursday, May 25, 2017 12:25 PM
To: Goins, Christopher B (DOT); Epstein, David B (DOT)
Cc: Noble, Steven; Lee Rodegerdts
Subject: RE: Loop Road Rounabout Plans P#Z676220000

Christopher,

This is very thorough. I had a few tweaks and clarifiers in red. Thanks for the opportunity to respond.

There are a lot of safety studies out there and they all say the same thing, but I presume the reductions you cited were for single-lane roundabouts. Multi-lane benefits are not quite as significant.

Andrew Ooms, PE | Senior Engineer | [Kittelson & Associates, Inc.](http://www.kittelson.com)
907.433.8102 (direct) | 907.231.7646 (cell)

From: Goins, Christopher B (DOT) [<mailto:christopher.goins@alaska.gov>]
Sent: Thursday, May 25, 2017 12:06 PM
To: Epstein, David B (DOT); Andrew Ooms
Cc: Noble, Steven
Subject: RE: Loop Road Rounabout Plans P#Z676220000

David and Andrew,

Please review my answer below to Paul's question. Thanks so much for your help.

Christopher Goins, P.E.

Engineering Manager

Alaska Department of Transportation and Public Facilities
Southcoast Region
Ph: (907) 465-4443



Paul Maguire

Roundabouts are unsafe, inefficient, not fiscally responsible, not recommended or supported by safety groups, etc. As a cyclist they also enhance risk w/many motorized drivers hell bent, wrong lane, poor visual, etc. Also, ADA...as a wheelchair user how do I navigate a crossing? Not only clear and safe, but in a timely manner. What about a citizen w/a visual or hearing impairment? Sound source?

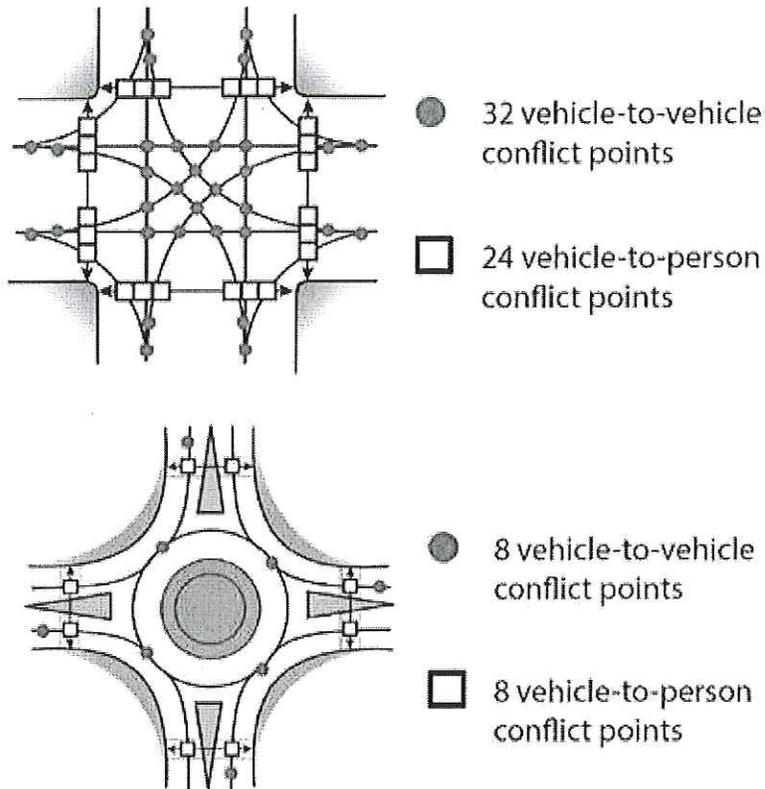
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Paul Maguire, PhD
Creating Peaceful Neighborhoods

REPLY

Paul thank you for your concern and I hope the following information helps alleviate some of your concerns.

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That works just fine, thank you!

I think we have a start on one of them, you should see that in your later messages ☺

From: Goins, Christopher B (DOT)
Sent: Wednesday, May 24, 2017 5:16 PM
To: Bailey, Meadow P (DOT) <meadow.bailey@alaska.gov>; Coffey, Michael J (DOT) <mike.coffey@alaska.gov>
Cc: Karpstein, Keith D (DOT) <keith.karpstein@alaska.gov>; Lockwood, Gregory K (DOT) <greg.lockwood@alaska.gov>; Schelb, Christopher A (DOT) <chris.schelb@alaska.gov>; Carroll, Lawrence P (DOT) <pat.carroll@alaska.gov>; Epstein, David B (DOT) <david.epstein@alaska.gov>
Subject: RE: Loop Road Rounabout Plans P#Z676220000

Meadow,

I just got out of meetings and will try to get you an answer in the morning to both. I might get you the answer to the first one sooner. Let me know if you need something faster. Thanks!

Christopher Goins, P.E.

Engineering Manager
Alaska Department of Transportation and Public Facilities
Southcoast Region
Ph: (907) 465-4443



From: Bailey, Meadow P (DOT)
Sent: Wednesday, May 24, 2017 2:29 PM
To: Coffey, Michael J (DOT); Goins, Christopher B (DOT)
Cc: Karpstein, Keith D (DOT); Lockwood, Gregory K (DOT); Schelb, Christopher A (DOT); Carroll, Lawrence P (DOT); Epstein, David B (DOT)
Subject: RE: Loop Road Rounabout Plans P#Z676220000

I have these two comments on the Facebook post. Can someone help with brief responses? Thank you!

Paul Maguire Roundabouts are unsafe, inefficient, not fiscally responsible, not recommended or supported by safety groups, etc. As a cyclist they also enhance risk w/many motorized drivers hell bent, wrong lane, poor visual, etc. Also, ADA...as a wheelchair user how do I navigate a crossing? Not only clear and safe, but in a timely manner. What about a citizen w/a visual or hearing impairment? Sound source?

Please stop going "back to the future." Think of human diversity. Do you have reps. on your board

intersection, cyclists and vehicle drivers must obey the rules of the roundabout as they proceed through the intersection.

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Meg Buck How does relocation work? From the proposal for Mendenhall Boulevard, it looks like a couple of houses will have roads going through them.

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<http://www.dot.state.ak.us/stwddes/dcsrow/downloads.shtml>

From: Bailey, Meadow P (DOT)

Sent: Wednesday, May 24, 2017 5:25 PM

To: Goins, Christopher B (DOT); Coffey, Michael J (DOT)

Cc: Karpstein, Keith D (DOT); Lockwood, Gregory K (DOT); Schelb, Christopher A (DOT); Carroll, Lawrence P (DOT); Epstein, David B (DOT)

Subject: RE: Loop Road Roundabout Plans P#Z676220000

who use sport/medical/racing wheelchairs, experience blindness, have an intellectual disability, older adults using assistive devices like walkers, etc.?

Paul Maguire, PhD
Creating Peaceful Neighborhoods

Meg Buck How does relocation work? From the proposal for Mendenhall Boulevard, it looks like a couple of houses will have roads going through them.

From: Coffey, Michael J (DOT)
Sent: Friday, May 19, 2017 8:45 PM
To: Goins, Christopher B (DOT) <christopher.goins@alaska.gov>
Cc: Lesmann, Mike (DOT) <mike.lesmann@alaska.gov>; Karpstein, Keith D (DOT) <keith.karpstein@alaska.gov>; Lockwood, Gregory K (DOT) <greg.lockwood@alaska.gov>; Schelb, Christopher A (DOT) <chris.schelb@alaska.gov>; Carroll, Lawrence P (DOT) <pat.carroll@alaska.gov>; Epstein, David B (DOT) <david.epstein@alaska.gov>; Bailey, Meadow P (DOT) <meadow.bailey@alaska.gov>
Subject: RE: Loop Road Rounabout Plans P#Z676220000

Thanks Chris. Excellent response.

Mike

=====

Michael J Coffey
Director Southcoast Region and Statewide Maintenance and Operations
Alaska Department of Transportation and Public Facilities
907-465-1762 (office)



From: Goins, Christopher B (DOT)
Sent: Friday, May 19, 2017 6:12 PM
To: Coffey, Michael J (DOT)
Cc: Lesmann, Mike (DOT); Karpstein, Keith D (DOT); Lockwood, Gregory K (DOT); Schelb, Christopher A (DOT); Goins, Christopher B (DOT); Carroll, Lawrence P (DOT); Epstein, David B (DOT); Bailey, Meadow P (DOT)
Subject: FW: Loop Road Rounabout Plans P#Z676220000

Mike and Pat,

FYI. The below e-mail and response is a direct result I believe of the conversation on Problem Corner today. I hope you both have a great weekend and see you Monday!

Christopher Goins, P.E.

Engineering Manager
Alaska Department of Transportation and Public Facilities
Southcoast Region
Ph: (907) 465-4443



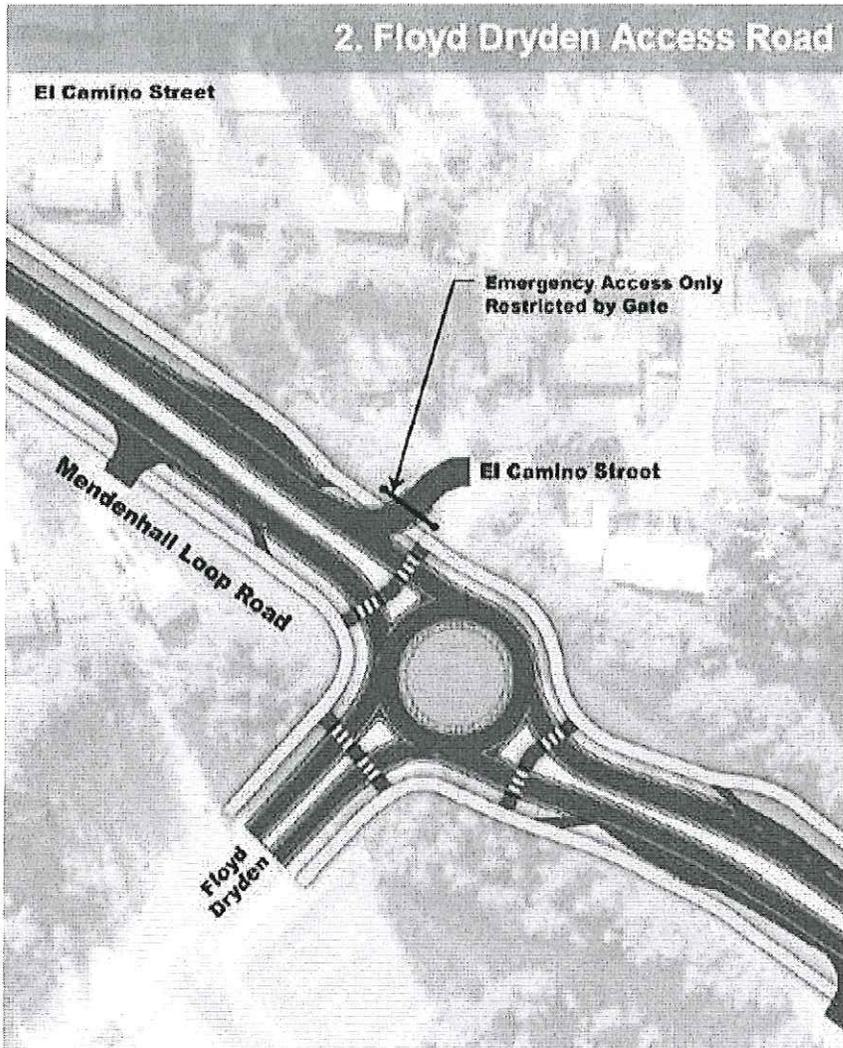
From: Goins, Christopher B (DOT)
Sent: Friday, May 19, 2017 6:10 PM
To: 'Dan Jager'
Cc: Karpstein, Keith D (DOT); Carroll, Lawrence P (DOT); Sven Pearson; Rich Etheridge; 'Andrew Ooms'; Hobbs, Naomi; Noble, Steven
Subject: RE: Loop Road Rounabout Plans P#Z676220000

Dan,

Per my voicemail this evening, I would love to get together and address the concerns you have regarding the Mendenhall Loop Road Project. As a former water system engineer for the City of Albany, Oregon, I spent many days working with the Fire Marshall regarding fire concerns, and I fully sympathize with the problems you face. I fully welcome any collaboration to address your concerns, and incorporate any required design elements.

To date emergency vehicles and access have been considered and best practices implemented as appropriate for this stage of preliminary design (prior to 35% plan review). Each roundabout was designed to accommodate a WB-50 truck, that is, a semi-trailer with a 50-foot wheelbase. This vehicle has a larger turning radius than a fire truck, therefore fire trucks will be able to navigate all roundabouts in all directions.

One of the known and yet to be resolved issues is at the intersection of Mendenhall Loop Road and El Camino Street seen in the photo below.



The design team would like to get thoughts from emergency services on the treatment of the north El Camino Street access point just south of Floyd Dryden. The close proximity to the roundabout makes limiting the access to right-out only preferable to reduce conflicts near the roundabout. We are considering several options here, including a gate that could be activated by emergency vehicles. This access point does provide redundant access in a neighborhood that is generally lacking it, but existing traffic volumes are quite low.

On Monday, I will provide the full drawings to date from DOWL that were at the public meeting. In the meantime, I have attached the public fact sheet for the project, and three pdfs of the roundabout designs overlain with the design vehicle turning movements. If you see a turning movement we have not covered and you feel is needed we will provide it.

Lastly, I can be available to meet and talk about the project in the afternoon on Tuesday or in the morning on Wednesday. If either of those times do not work please let me know and we can work out another time. I look forward to meeting you and discussing the project and your needs.

Christopher Goins, P.E.

Engineering Manager
Alaska Department of Transportation and Public Facilities
Southcoast Region
Ph: (907) 465-4443



From: Dan Jager [<mailto:Dan.Jager@juneau.org>]
Sent: Friday, May 19, 2017 3:41 PM
To: Goins, Christopher B (DOT)
Cc: Sven Pearson; Rich Etheridge
Subject: Loop Road Rounabout Plans

Mr. Goins,

Good afternoon. I have been asked by the fire chief to set up a time to meet with you or someone from your staff to discuss the Mendenhall Loop Road roundabout project. It was mentioned in the latest public meeting that emergency response may have been overlooked and we want to discuss the fire code requirements that may or may not be in play for this.

While I understand it is a state DOT project, the fire code is adopted by state statute and we have the authority on its use on these types of projects as it relates to emergency accessibility. Any details that you could provide would be great to help us better understand what the scope would be and if there are issues or not and how we can work with you on those.

Please let me know when a good time would be to have a meeting to discuss this. I have Cc'd Deputy Fire Marshal Pearson and Fire Chief Etheridge on this email as well. Thank you.
Dan

Daniel M. Jager EFO, IAAI-CFI
Fire Marshal



Capital City Fire Rescue
820 Glacier Avenue
Juneau, Alaska 99801
907-586-0260 (Office)

907-586-8323 (Fax)

*"If it is predictable, then it is preventable.
If it is preventable then it is not an accident".*

From: Schelb, Christopher A (DOT)
To: "Chandler O'Connell"
Subject: RE: Sawmill Creek Redesign - Option 2
Date: Wednesday, May 24, 2017 11:43:00 AM

Thanks for the comment. It will be included in the project's environmental document.

Chris

From: Chandler O'Connell [mailto:chandler@sitkawild.org]
Sent: Wednesday, May 24, 2017 10:54 AM
To: Schelb, Christopher A (DOT)
Cc: assembly@cityofsitka.org
Subject: Sawmill Creek Redesign - Option 2

Hello Mr. Schelb,

I'm writing in support of option 2 for the sawmill creek redesign. I drive down that stretch of road daily and it is often really busy, especially during school drop off and pick up times. I would be more comfortable if bikes were out of the main flow of traffic.

I am also generally in support of any road updates that allow for improved pedestrian and bicycle access. I think cities that are willing to shift their public planning away from designing for cars will be ahead of the game in terms of climate change, social connections, and affordability.

Thank you for taking public comments.

Best,

Chandler

--
Chandler O'Connell
Sitka Sustainable Communities Catalyst
Sitka Conservation Society
(907) 738-0357

From: Schelb, Christopher A (DOT)
To: "hraschick@gmail.com"
Subject: RE: Sitka Sawmill Creek Road Project 68100 feedback
Date: Thursday, May 25, 2017 8:32:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: hraschick@gmail.com [mailto:hraschick@gmail.com]
Sent: Wednesday, May 24, 2017 2:03 PM
To: Schelb, Christopher A (DOT)
Subject: Sitka Sawmill Creek Road Project 68100 feedback

comments2	Being a bike rider, I am all for dedicated bike lanes! It will give bike riders a bit of space from car doors opening on the side where parking will still be available. Cars will generally try to drive in the driving lane rather than in a lined bike lane. This is the main artery for bike riders to traverse Sitka from HPR to SMC and beyond. I also love the idea of blocking the inbound car access onto Degroff, since this currently is so dangerous for bikers and pedestrians!
zipcode2	
name	Helen Raschick
comments	Please, no manhole covers in the bike lanes! Also, please try to create as smooth as possible the transition from curb cement to bike lane pavement. Often bike tires get thrown by uneven joints. Thank you!
comments1	The proper word is AFFECTED!
email	hraschick@gmail.com

From: Schelb, Christopher A (DOT)
To: "Laura Rogers"
Subject: RE: Sitka road improvement project
Date: Wednesday, May 24, 2017 11:37:00 AM

Thanks for the comment. It will be included in the project's environmental document.

Chris

From: Laura Rogers [mailto:rogersla@sitkaschools.org]
Sent: Tuesday, May 23, 2017 2:44 PM
To: Schelb, Christopher A (DOT)
Subject: Sitka road improvement project

There have been several rear-end collisions (or near collisions) at the Blatchley Middle School and Baranof Elementary School crosswalks in the last 2-3 years. Flashing pedestrian crossing lights would make both school crossing areas safer for students, other pedestrians and motorists. Please consider making these projects a priority. Not only are we concerned for the safety of our students, we don't want them witnessing any more accidents.

Thank you!

Laura Rogers
Assistant Principal
Blatchley Middle School

From: Schelb, Christopher A (DOT)
To: "claire Sanchez"
Subject: RE: Sawmill Creek Road Bike Lanes
Date: Thursday, May 25, 2017 8:22:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: claire Sanchez [mailto:csanchez3434@gmail.com]
Sent: Thursday, May 25, 2017 8:04 AM
To: Schelb, Christopher A (DOT)
Subject: Sawmill Creek Road Bike Lanes

Mr. Schelb-

Thank you for inviting comment on the two options for the Sawmill Creek Road redesign.

As a pedestrian and cyclist who often commutes out Sawmill Creek Road, I am advocating Option 2.

A bike lane would also provide safer transit for individuals using wheelchairs. Closer into town, Sawmill Creek Road's sidewalks are dangerous due to the majority of space taken up by utility poles, and low visibility wheelchair users experience crossing residential driveways.

I support Option 2 of the Sawmill Creek Road design, as it prioritizes the safety of all commuters.

Thank you for your consideration,
Claire Sanchez
Sitka, AK

From: Schelb, Christopher A (DOT)
To: "Tamie Parker Song"
Subject: RE: SMC Redesign option 2
Date: Wednesday, May 24, 2017 10:44:00 AM

Thanks for the comment. It will be included in the project's environmental document.

From: Tamie Parker Song [mailto:tamieparkersong@gmail.com]
Sent: Wednesday, May 24, 2017 10:38 AM
To: Schelb, Christopher A (DOT)
Cc: assembly@cityofsitka.com
Subject: SMC Redesign option 2

Dear Mr. Schelb,

Thank you for inviting comment on the two options for the Sawmill Creek Road design.

I ride that road on my bicycle almost every day. My bike is my sole mode of transportation. There are many safe places to ride in Sitka, but that stretch of road is one of the more dangerous ones in town! It's one of the few options to get from one side of town to the other, and there is no shoulder whatsoever, so cyclists either have to ride on the sidewalk or in the parked car zone.

Many people in Sitka do cycle around town, and it's certainly best for our whole community if all of us who bike are kept safe, and if the roads are safe and appealing for those who are considering biking more!

I strongly support option 2 and I hope you will too!

Thank you,
Tamie Parker Song

--
Tamie Parker Song
907.623.7687

From: Schelb, Christopher A (DOT)
To: "Ben Timby"
Subject: RE: Sawmill Creek Bike Lane
Date: Wednesday, May 24, 2017 11:02:00 AM

Thanks for the comment. It will be included in the project's environmental document.

Chris

From: Ben Timby [mailto:bentimby@gmail.com]
Sent: Tuesday, May 23, 2017 8:15 PM
To: Schelb, Christopher A (DOT)
Subject: Sawmill Creek Bike Lane

Hey just wanted to express my support the for the proposed bicycle lane addition to Sawmill Creek Road in Sitka between the roundabout and Jeff Davis street. This is the most dangerous portion of highway in town for cyclists, I would love to see it change before someone gets seriously injured or worse.

Thanks,
Ben

From: [Corrie Bosman](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: RE: 68100 DeGroff image
Date: Wednesday, May 24, 2017 1:28:10 PM

Thanks for the quick response Chris. This is very helpful. What is the weird rainbow stripe I am seeing on the front part of my property? I am unclear if it is just part of the imagery or a design element.

From: Schelb, Christopher A (DOT) [<mailto:chris.schelb@alaska.gov>]
Sent: Wednesday, May 24, 2017 1:18 PM
To: bosmanlaw@gmail.com
Subject: 68100 DeGroff image

Hi:

I found this image in response to our conversation yesterday. If expanded to 100% or more it clearly shows your property and the modified island. Contact me if there are any questions.

CAS

Chris Schelb
DOT&PF
Environmental Impact Analyst
PO Box 112506
Juneau, AK 99811
907/465-4447

From: [Grace Brooks](#)
To: [Schelb, Christopher A \(DOT\)](#)
Subject: Sawmill Creek Road Options
Date: Wednesday, May 24, 2017 8:50:18 AM

Dear Mr. Schelb

Thank you for welcoming comment on the two options for the Sawmill Creek Road design.

I am advocating for Option 2, to enable Sitka to continue to promote safe biking. This stretch of road is one of heavy traffic and is dangerous for bicyclists. Thank you for developing an option that would change that.

I ride my bike and I also drive my car on that stretch of road. Option 2 makes driving or riding that stretch of road safer. Sitka has taken great strides to become a "Bike Friendly Community". Option 2 will us support our commitment to safe biking.

Thank you and I urge you to move forward with Option 2.

Sincerely

Grace Brooks

713 Alice Loop

Sitka, AK 99835

From: Schelb, Christopher A (DOT)
To: "Amelia B"
Subject: RE: In Support of SMC Redesign Option 2
Date: Wednesday, May 24, 2017 11:06:00 AM

Thanks for the comment. It will be included in the project's environmental document.

From: Amelia B [mailto:ameliajocelyne@gmail.com]
Sent: Tuesday, May 23, 2017 5:25 PM
To: Schelb, Christopher A (DOT)
Cc: assembly@cityofsitka.com
Subject: In Support of SMC Redesign Option 2

To Whom It May Concern:

Thank you for the opportunity to provide feedback on the redesign of Sawmill Creek Road.

I am writing to express support for Option 2 with bike lanes. While I have a car and do often drive to work, I also think it's important that Sitka residents have the safe option for bike commuting. I would like to bike commute and take my daughter to her preschool which is located off Sawmill Creek Road and Jeff Davis Streets by the Hames Center. However, as I'm sure you're aware, it does not seem like a safe route to ride between the roundabout along SMC to Jeff Davis Street. Between fast-moving traffic and doors opening from parked cars, there are a lot of hazards.

Having the Bike Friendly Community designation is positive for our town and I think continuing to enhance the cycling options for Sitka will benefit our community financially and in areas of health, wellness, and quality of life.

Thank you for the opportunity to comment. I hope you will support Option 2 for the SMC Redesign.

Amelia Budd
Sitka, AK

From: Schelb, Christopher A (DOT)
To: "[Zachary Desmond](mailto:zacharywdesmond@gmail.com)"
Subject: RE: Sitka AK Sawmill Creek Road Redesign
Date: Wednesday, May 24, 2017 11:00:00 AM

Thanks for the comment. It will be included in the project's environmental document.

Chris

From: Zachary Desmond [mailto:zacharywdesmond@gmail.com]
Sent: Tuesday, May 23, 2017 8:31 PM
To: Schelb, Christopher A (DOT)
Subject: Sitka AK Sawmill Creek Road Redesign

Dear Mr. Schelb,

Thank you for inviting comment on the Sawmill Creek Road redesign.

I'm writing in favor of Option 2, to support bike lanes on this key city arterial. I am a non-driving cyclist living adjacent to the stretch of road in consideration and I bike this road daily. Every time I do, I feel that my safety is in jeopardy because of proximity to cars both parked and in transit and I breathe a deep breath of relief when I reach the paved multi-use path after Jeff Davis St. I have had experiences with drivers who are frustrated by my slow speed when using the driving lane because of parked cars close by and have felt threatened by aggressive displays of their frustration, like nearly being sideswiped. I would love to see a redesign that makes cyclists feel safe.

I support Option 2 of the Sawmill Creek Road design, as it prioritizes the safety of all commuters.

Thank you for your consideration.

Sincerely,

Zachary Desmond
409 Monastery St, Apt 2
Sitka, AK 99835

From: Schelb, Christopher A (DOT)
To: "Karen Hegyi"
Subject: RE: Sawmill Creek Road Resurfacing and Pedestrian Improvements comments
Date: Friday, May 26, 2017 11:24:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: Karen Hegyi [mailto:alaskaperegrina@gmail.com]
Sent: Friday, May 26, 2017 11:10 AM
To: Schelb, Christopher A (DOT)
Subject: Sawmill Creek Road Resurfacing and Pedestrian Improvements comments

Hello Chris,

Thank-you for the opportunity to comment on the two proposed options.

I am a frequent pedestrian along this stretch to road. **I am writing in support of Option 2.** I believe this is by far the most practical and the safest option for motorists, bicyclists and pedestrians.

Ideally you would remove parking from both sides of the street which would make this stretch of road even safer. But for now the removal of parking on one side with the creation of designated bicycle lanes and designated crosswalks at all cross streets will make a huge difference.

If you have any questions please feel free to contact me at this e-mail address or on my cell phone: 907-223-7294.

My mailing address is:

PO Box 671

Sitka, AK 99835

My street address is:

237 Lincoln Street, Apt. 702

Sitka, AK 99835

Thank-you,

Karen R. Hegyi

From: Schelb, Christopher A (DOT)
To: "Kris Hoffmann"
Subject: RE: Sitka's Sawmill Creek Rd comments
Date: Friday, May 26, 2017 8:10:00 AM

Thanks for your comments. They will be noted.

Chris

-----Original Message-----

From: Kris Hoffmann [mailto:kris4robert@gci.net]
Sent: Thursday, May 25, 2017 3:09 PM
To: Schelb, Christopher A (DOT)
Subject: Re: Sitka's Sawmill Creek Rd comments

Thank you for the quick reply and clarifications.

Federal money is still money coming from someone's pocket.

And 10 or 20% of several million is still several hundred thousand state dollars.

And if the power poles will be moved to inside, I assume the State will be removing a corner of my property, and destroying that area of my garden. My property is only 2,400 sq ft. About 1/3 of a regular small lot, and every square inch of it matters to me. But I have no doubt the "progress" will happen.

SMC was newly paved just a few years ago, so digging up that multi million dollar project was wasted. If the storm drains were so bad, why wasn't it done then?

I know - I undoubtedly sound like an old curmudgeon to you... but those are my thoughts.

Thank you,

Kris Hoffmann

> On May 24, 2017, at 10:41 AM, Schelb, Christopher A (DOT) <chris.schelb@alaska.gov> wrote:

>

> Thanks for the comment. It will be included in the project's environmental document. For clarification: the utility would be moved in to the back side of the sidewalk. Buried wires are considerably more expensive than overhead. This is a FHWA sponsored project so it is about 90% fed funded. Besides paving, the project includes a new storm drain system to replace the current 50 year old and worn system along with bringing all curb ramps up to ADA specs.

>

> -----Original Message-----

> **From:** Kris Hoffmann [mailto:kris4robert@gci.net]
> **Sent:** Wednesday, May 24, 2017 9:48 AM
> **To:** Schelb, Christopher A (DOT)
> **Subject:** Sitka's Sawmill Creek Rd comments

>

From: Schelb, Christopher A (DOT)
To: "Tiffany Justice"
Subject: RE: Sawmill Creek Bike Lane Option 2
Date: Thursday, May 25, 2017 8:26:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: Tiffany Justice [mailto:tj08c@gmail.com]
Sent: Wednesday, May 24, 2017 11:00 PM
To: assembly@cityofsitka.com; Schelb, Christopher A (DOT)
Subject: Sawmill Creek Bike Lane Option 2

Mr. Schelb,

I have heard about the two options for the reconstruction of Sawmill Creek Rd. I would like to express my thoughts and opinions on how important it is that Sitka continue to support bicycle and pedestrian commuting, so I am advocating for Option 2.

I am both a bike and car commuter, but prefer to bike on sunny days. This is one of the benefits of living in Sitka, and one of the reasons I call this city my home. It is very scary to bike down Sawmill Creek rd. currently and I think it would be very beneficial if there was a safer and larger bike lane in place.

Thank you for being open to the public's opinion on this issue. I hope you will get the support you need to move forward with Option 2.

Tiffany

From: Schelb, Christopher A (DOT)
To: "max.kritzer@gmail.com"
Subject: RE: Sitka Sawmill Creek Road Project 68100 feedback
Date: Friday, May 26, 2017 8:26:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: max.kritzer@gmail.com [mailto:max.kritzer@gmail.com]
Sent: Thursday, May 25, 2017 11:27 PM
To: Schelb, Christopher A (DOT)
Subject: Sitka Sawmill Creek Road Project 68100 feedback

comments2	I like all the work, and I very much like Option 2, removing parking on one side and having dedicated bike lanes in both directions. It's a tough section to bike on, there's heavy traffic, and the only good area to bike is the parking area, except that there's cars and then I have to weave in and out.Plus the parking is only used sporadically, so I don't think there's much benefit to keeping parking on both sides of the street.
zipcode2	
name	Max Kritzer
comments	Excited for the project! The utility poles in the sidewalk are bizarre and annoying, so I'm very happy to hear that that's getting changed.Thank you!
comments1	I live near this section of the road and use it multiple times a day for a variety of purposes - going to and from work, going to recreation activities, etc.
email	max.kritzer@gmail.com

From: Schelb, Christopher A (DOT)
To: "Michael Mausbach"
Subject: RE: In Support of Option 2 for SMC Redesign
Date: Thursday, May 25, 2017 9:36:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: Michael Mausbach [mailto:mwmausbach@alaska.edu]
Sent: Thursday, May 25, 2017 9:30 AM
To: Schelb, Christopher A (DOT)
Cc: assembly@cityofsitka.com; Chandler O'Connell
Subject: In Support of Option 2 for SMC Redesign

To Whom It May Concern:

I am writing to express support for Option 2 with bike lanes. While I myself often ride share to and from work, it is in the best interest of our community to establish better bike lanes for those that would utilize them. Whether opening doors or walking pedestrians, the area along Sawmill Creek Road is challenging and unsafe for local cyclists. I believe our community, having been designated a Bike Friendly Community, should prioritize safety, health, and access.

Thank you for your consideration and the opportunity to address this issue.

Sincerely,

Michael Mausbach
Data Analyst & Grant Associate
Pathways to Employment
mwmausbach@alaska.edu
Office: 907-747-9420

[]

From: Schelb, Christopher A (DOT)
To: "Sophie Nethercut"
Subject: RE: In Support of Option 2 for SMC Redesign
Date: Wednesday, May 24, 2017 11:23:00 AM

Thanks for the comment. It will be included in the project's environmental document.

Chris

From: Sophie Nethercut [mailto:sophie@sitkawild.org]
Sent: Tuesday, May 23, 2017 3:24 PM
To: Schelb, Christopher A (DOT)
Cc: assembly@cityofsitka.com
Subject: In Support of Option 2 for SMC Redesign

Dear Mr. Schelb -

I appreciate the opportunity to comment on the Sawmill Creek Road redesign.

I'm writing in favor of Option 2. As a bike commuter in Sitka, I ride along that section of Sawmill Creek Road most days. It is far from ideal for cyclists. I have to bike very close to parked cars and have even swerved into the traffic lane several times when a car door opened unexpectedly in front of me. I would love to see a redesign that makes cyclists feel safe.

I strongly support Option 2 of the Sawmill Creek Road design. It prioritizes the safety of all commuters.

Thank you for taking the time to solicit public input on this issue.

Sincerely,
Sophie Nethercut

--
Sophie Nethercut
Sitka Conservation Society
(907) 747-7509
sophie@sitkawild.org

From: Schelb, Christopher A (DOT)
To: "aaron"
Subject: RE: in support of SMC Option 2
Date: Friday, May 26, 2017 8:29:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: aaron [mailto:aaron@mccullyweb.com]
Sent: Friday, May 26, 2017 8:09 AM
To: Schelb, Christopher A (DOT)
Cc: assembly@cityofsitka.com
Subject: in support of SMC Option 2

Mr Schelb and City of Sitka Assembly

Thank you for the opportunity to comment on the two options for the Sawmill Creek Road redesign.

I am cyclist in Sitka and ride for both commuting and competitive purposes. Many of my rides are along this section of road near Jeff Davis Ave and I am in support of Option 2 because it adds a substantial amount of safety for cyclists. Currently, roads with vehicles parked on both sides of the road, like this section, are dangerous to cyclists because it both forces cyclists closer to moving traffic in order to be a safe distance from parked cars, and increases the possibility of a car door being opened into the path of a cyclist. This section of road is one of the more concerning to me as a cyclist in Sitka and I appreciate you drafting a proposal that could make all cyclists and drivers more safe.

Thank you,
Aaron Prussian
Sitka, AK

From: Schelb, Christopher A (DOT)
To: "Meredith Redick"
Subject: RE: Bike lanes on SMC
Date: Wednesday, May 24, 2017 11:09:00 AM

Thanks for the comment. It will be included in the project's environmental document.

Chris

-----Original Message-----

From: Meredith Redick [<mailto:meredithredick@gmail.com>]
Sent: Tuesday, May 23, 2017 3:58 PM
To: Schelb, Christopher A (DOT); assembly@cityofsitka.com
Subject: Bike lanes on SMC

Hi,

I'm writing to express my support for the addition of bike lanes on Sawmill Creek Road. To make Sitka a truly bikable place, we need bike lanes on the main roads. It would make for safer commutes and easier access to trails and whale-watching down SMC.

Very sincerely,

Meredith Redick

Sent from my iPhone

From: Schelb, Christopher A (DOT)
To: "Kyle Rosendale"
Subject: RE: Sawmill Creek Road Redesign
Date: Friday, May 26, 2017 8:23:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: Kyle Rosendale [mailto:kyle.rosendale@gmail.com]
Sent: Thursday, May 25, 2017 7:27 PM
To: assembly@cityofsitka.com; Schelb, Christopher A (DOT)
Subject: Sawmill Creek Road Redesign

Mr. Schelb,

Thank you for the opportunity to comment on the Sawmill Creek Road redesign.

I live on SMC near DeGross St. I commute by bicycle or by walking. I think SMC near DeGross St. is a dangerous area to walk or bike and I think bike lanes and a crosswalk would make the area much safer. I am strongly in favor of Option 2 for the SMC redesign.

Thank you for your consideration.

Kyle Rosendale

From: Epstein, David B (DOT)
To: Coffey, Michael J (DOT); Carroll, Lawrence P (DOT); Lockwood, Gregory K (DOT); Gehring, Loren K (DOT); Schelb, Christopher A (DOT)
Cc: Bailey, Meadow P (DOT); Lesmann, Mike (DOT)
Subject: Conversation with Sitka PD chief
Date: Tuesday, May 23, 2017 1:00:13 PM

As requested in yesterday's meeting, I called, and spoke with, Sitka PD Chief Jeff Ankerfelt.

I asked Chief Ankerfelt his thoughts on the school crosswalks in question, and whether or not there was a high presence of avoidance maneuvers at them.

His first words: "They are accidents waiting to happen."

I asked him to elaborate. He started with Blatchley – kids tend to run across the Lakeview crosswalk, and don't pay attention. It's a busy roadway and the intersection does not have a traffic signal. Outbound drivers tend to start accelerating on the approach to Lakeview Drive. There's the crest of the hill in advance of the crosswalk for outbound drivers coming from the roundabout, tends to diminish sight distance. The inbound approach just seems to always be. The grocery store is next to the school and there's a driveway leading out of the store very close to the property line. In summary, he described the overall situation as a "cocktail of things". Businesses play a significant role in creating the perceived problem.

Baranof is not such a worry – "the sight lines are cleaner" but he is concerned about the building's proximity to the roadway. Not much can be done about that, though.

Final tidbits:

- "There are inherent pedestrian worries" abounding in Sitka. The prevailing pedestrian attitude seems to be, "I'm going to cross the road and it's your (i.e., the driver's) job to stop."
- People love the HPR/Peterson RRFB. "I want one!"
- He shares community concern about cell phone use while driving.

I didn't really get an answer about avoidance maneuvers.

Very nice fellow, pleasant to chat with.

David B. Epstein, P.E.

Regional Traffic and Safety Engineer
Alaska DOT&PF – Southcoast Region
907-465-4483 office / 907-209-7995 cell
Email: david.epstein@alaska.gov

From: Schelb, Christopher A (DOT)
To: "Reine Wonite"
Subject: RE: Sawmill Creek Road redesign & safety
Date: Thursday, May 25, 2017 8:29:00 AM

Thanks for your comment. It will be included in the project's environmental document.

Chris

From: Reine Wonite [mailto:desert.reine@gmail.com]
Sent: Wednesday, May 24, 2017 8:48 PM
To: assembly@cityofsitka.com; Schelb, Christopher A (DOT)
Subject: Sawmill Creek Road redesign & safety

Hello -

Thank you for accepting public comments on the two proposed options for the redesign of Sawmill Creek Road between the roundabout and Jeff Davis Street.

I am one of the many Sitkans who bicycles as my primary mode of wheeled transportation.

I am strongly in favor of SMC redesign Option Two, which would put much-needed bicycle lanes along this essential segment of the main roadway. At present, and with Option One, I must weave a dangerous path between the "door zone" of any parked vehicles and moving traffic. The posted speed limit (25mph) is too high for me to use the traffic lane, and the sidewalk is too narrow for pedestrians to be expected to share it with cyclists.

I feel very strongly that community safety is more important than providing a small number of motorists with taxpayer-subsidized parking spaces.

Sincerely,
Reine Wonite

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Reine Wonite
114 Wolff Drive
Sitka, AK 99835-9719
907-623-0401



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Sitka Trail Works, Inc

801 Halibut Point Road, Sitka AK 99835

Phone: (907)-747-7244 email: trail@sitkatrailworks.org

May 23, 2017

Dear Mr. Schleb:

Sitka Trail Works Board of Directors is excited to see that Sawmill Creek Road (SMC) from the Roundabout to Jeff Davis is slated for improvement in 2019. It will be tremendous to have the entire road upgraded to complete the final phase of improvements to Sawmill Creek Rd. Thank you for the opportunity to provide comments on the proposed alternative designs for the Sawmill Creek Road upgrade project.

DOT has presented two proposals for the Sawmill Creek Road improvements. Option One is essentially status quo for pedestrian and bicycle facilities with improvements at the DeGroff intersection and with the removal of power poles from the sidewalks. These improvements are included in Option Two but Option Two also removes parking along the south side of the road, narrows roadway width and adds bike paths on both sides.

Sitka has a very high percentage of bikers and walkers (5.42 percent bike to work and 20.24 percent walk to work, according to the American Community Survey from the U.S. Census Bureau), and the percentage of non-motorized traffic increases during the summer when cruise ships are in town.

The 2002 Sitka Non-Motorized Plan recommends the addition of bike lanes to both sides of the road for this section of Sawmill Creek Road. Further it states "Bike lanes are provided along roads where there is a high volume of bicycle use. They are one-way facilities that carry bicycle traffic in the same direction as adjacent motor-vehicle traffic; bike lanes should always be provided on both sides of a two-way street."

Sitka Trail Works supports Option Two and considers this the bike and pedestrian-friendly option. It dove-tails with the bicycle-pedestrian improvements for SMC Phases 1 – 3 by continuing to provide safe options for cyclists. The share-road (sharrows) Option 1 is not appropriate and doesn't improve safety for streets which have high bicycle and a high ADDT vehicle count (8640 for SMC in 2015). Studies show sharrows plans don't improve safety whereas dedicated bike lanes increase safety by 42%. In addition, safety will be improved when car lane width is reduced (as in Option 2) because this road design slows traffic down.

A paper presented at the 2016 Transportation Research Board annual meeting concluded: "As sharrows do not provide designated space for bicyclists and do not enhance the overall bicycle network, all cities should (as many already have) begin to consider sharrows simply as signage as opposed to actual infrastructure. It is time that sharrows are exposed for what they really are, a cheap alternative that not only fails to solve a pressing safety issue, but actually makes the issue worse through a sense of false security."

Although Option 2, removes parking along the south side of the street, this choice (vs. north side parking) will lessen impacts overall to residents along the road. A casual count of off-street parking for south side residences reveals all but one residence has existing off-street parking. At the one residence identified,

Sitka Trail Works Mission Statement: To contribute to the overall health of the community through the development, maintenance and promotion of a comprehensive trail system in the Sitka area.

it was unclear if off-street parking exists since the house appears abandoned and the yard entirely overgrown.

Sitka Trail Works Board of Directors is grateful for the improvements created during the many successful DOT road upgrade projects. DOT is to be commended for these efforts since safe, non-motorized improvements constructed during SMC Phase 1 – 3 have facilitated tremendous growth in walking and cycling in Sitka. The Board encourages DOT to further enhance SMC roadway facilities and safety by implementing the Option 2 plan.

Thank you for your consideration.

Sincerely,

Lynne Brandon

Lynne Brandon, Executive Director
Sitka Trail Works, Inc.

Cc. Matthew Hunter, Mayor and Assembly Members
Senator Bert Stedman
Representative Jonathan Kreiss-Tomkins