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- The public may also watch, listen to, or participate in the meeting live by visiting <https://us02web.zoom.us/j/89255646791> or by telephoning 1-253-215-8782 and entering Meeting ID 892 5564 6791.
- The public is encouraged to comment via email to cityclerk@cityofanacortes.org or via written comment addressed to City Clerk, P.O. Box 547, Anacortes, WA 98221. Public comments received by the [City Clerk](#) prior to 3:00 p.m. the day of the meeting will become part of the record for the meeting, just as if presented in person.
- Complete guidelines for virtual participation in Anacortes City Council meetings are available [here](#). View the quick video example for connecting to the meeting [here](#).



Anacortes City Council
Municipal Building Council Chambers
904 6th Street

October 14, 2024
6:00 PM

PRELIMINARY AGENDA
[Packet Materials](#) / [Watch Meeting](#)

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Announcements and Committee Reports**
 - a. Economic Development Committee (Report)
 - b. Finance Committee (Report)
 - c. Planning Committee (Report)
 - d. Port / City Liaison Committee (Report)
4. **Public Comment**
5. **Consent Agenda**
 - a. Minutes of October 7, 2024 (Action)
 - b. Approval of claims in the amount of \$614,536.42 (Action)
 - c. Contract Award: WWTP Dream Reports Software License & Integration #24-260-SEW-001 (Action)
 - d. Special Event Application: Santa Run (Action)
6. **Public Hearings**
 - a. * 2024-2029 Capital Facilities Plan Amendment (Discussion)
7. **Other Business**
 - a. * Resolution 3168: Public Right-of-Way American with Disabilities Act (ADA) Self - Evaluation and Transition Plan (Discussion/Possible Action)
 - b. Contract Award: Water Booster Stations Generator Replacement Project – Generator

Per the council rules of procedure, a person who wishes to provide public comment at this meeting may do so:

- *On matters pertaining to a particular agenda item at the invitation of the chair at the time the City Council takes up discussion of that agenda item. Items open for public comment are indicated with an asterisk (*)*
- *On any other matter specifically pertaining to the City of Anacortes during the Public Comment agenda item.*

The City of Anacortes is committed to making public meetings available and accessible to all members of the community. For assistance with special needs, please contact the City Clerk at 360-299-1960 in advance of the meeting.

Purchase #24-257-ERR-001 (Discussion/Action)

- c. * USEPA Lead and Copper Rule Revisions (Presentation)

8. **Adjournment**

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- *On any other matter specifically pertaining to the City of Anacortes during the Public Comment agenda item.*

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Anacortes City Council Minutes - October 7, 2024

Call to Order

Mayor Matt Miller called to order the Anacortes City Council meeting of October 7, 2024, at 6:00 p.m. Councilmembers TJ Fantini, Ryan Walters, Anthony Young, Carolyn Moulton, Bruce McDougall and Amanda Hubik were present. Councilmember Christine Cleland-McGrath was absent.

Ms. Moulton moved, seconded by Mr. Young, to excuse the absence of Ms. Cleland-McGrath. The motion carried unanimously by voice vote.

Pledge of Allegiance

The assembly joined in the Pledge of Allegiance.

Announcements and Committee Reports

Mayor Miller thanked the Parks and Recreation department for extra effort supporting the Bier Near the Pier event over the weekend. He then announced that the Skagit County Department of Emergency Management is holding a webinar on October 8th for annual flood awareness week, that the Fire Department is holding an open house on Sunday, October 13th from 12-3pm at Fire Station 1, that portions of T Avenue and 4th Street are closed due to the WWTP Outfall replacement project, and that Wednesday, [October 23rd will be a Comprehensive Plan open house from 6-8pm at City Hall in the Council Chambers.](#)

Fiber Committee

Mr. McDougall reported from the Fiber Committee meeting held September 26th. The topics discussed included subscription numbers of 2,532 customers in service, an over 50% take rate city wide, the implementation of a city-wide mass notification process through Civic Plus, revenue projections and operating expenses, and a final infrastructure buildout project update.

Finance Committee

Ms. Moulton reported that the Finance Committee had not met since the previous regular City Council meeting.

Housing Affordability and Community Services Committee

Mr. Walters reported from the Housing Affordability and Community Services Committee meeting held October 2nd. The topics discussed included a presentation by the Able Housing Initiative for disabled adults. The group asked that the Council keep their needs at top of mind during the Comprehensive Plan update process. The committee also met with former Councilmember Bill Turner and discussed his support for Habitat for Humanity and a multifamily tax exemption program. Ms. Moulton reported on recent interactions with the [Washington Low Income Housing Alliance.](#)

Public Works Committee

Ms. Moulton reported from the Public Works Committee meeting held earlier in the evening. The topics discussed included the Wastewater Treatment Plant outfall project, the 12th Street and Commercial Avenue intersection improvement plan, inclusion of the 9th Street and R Avenue intersection in the Capital Facilities Plan, and traffic safety issues.

Library Committee

Mr. Fantini reported from the Library Committee meeting held October 2nd. The topics discussed included a recap of the summer reading program; the children and family place, play and learn series taking place in October; an escape room at the library through October; the Haunted Walk on October 26th; the Haunted Library on October 25th and 26th; the Teen Area renovation project bid process; the 2025 budget; and a planned closure for staff training on November 22nd.

Public Safety Committee

Ms. Hubik reported from the Public Safety Committee meeting held October 1st. The topics discussed included the proposed fire response boat. The committee also discussed the criminal justice training center that will open in Arlington in January 2025 and parking enforcement.

Mr. Walters announced that he would be teaching a course in the fundamentals of the Growth Management Act and Comprehensive Planning in the State of Washington through the [Anacortes Senior College](#) on November 5th, 12th and 19th.

Anacortes Community Forest Lands Lifetime Achievement Award

Assistant Parks and Recreation Director Bob Vaux introduced Bruce Rustad, the first ever recipient of the Anacortes Community Forest Lands Lifetime Achievement Award. Mayor Miller presented the Anacortes Community Forest Lands Lifetime Achievement Award to Bruce Rustad.

Public Comment

Mayor Miller invited the public to comment on any item not on the agenda.

Public comment was given as follows:

Karen Kline of Anacortes spoke in support of installing a pedestrian crosswalk and traffic-calming measures on 32nd Street to connect Storvik Park with the south side of 32nd Street between M Avenue and Commercial Avenue in the Capital Facilities Plan.

John Firlotte of Anacortes spoke about the Visitors Information Center and the value of in-person interactions for tourists who need online data interpreted and the significant number of local people who come in to the center for information about available activities when they host out-of-town guests.

Consent Agenda

Ms. Moulton moved, seconded by Ms. Hubik, to approve the following Consent Agenda items. The motion carried unanimously by voice vote.

a. Minutes of September 23, 2024

b. Approval of claims in the amount of \$1,182,518.42

The following vouchers/checks were approved for payment:

EFT numbers: 110570 through 110624, total \$874,897.08

Check numbers: 110629 through 110655, total \$289,824.50

Wire transfer numbers: 107063 through 355603, total \$17,796.84

c. Special Event Application: Elves Night Out - Anacortes Downtown Alliance

d. Contract Award: WWTP Nutrient Reduction Improvement Project - Aeration Basin Equipment #22-095-SEW-002

Public Hearings

Public Hearing on 2025 Budgeted Revenue Sources

Finance Director Steve Hoglund opened the public hearing on 2025 budgeted revenue sources, referring to a slide presentation that was included in the packet materials for the meeting.

Mayor Miller invited members of the audience to comment on this agenda item. No one present wished to address the Council.

At 6:59 pm, Mayor Miller closed the public hearing.

Discussion topics included:

- Basis for 2024 sales tax projection.
- Specific economic sectors and reasons for decreasing sales tax revenues.
- Possible further interest rate decreases.
- Number of permits applied for versus permits issued.

Other Business

Resolution 3167: Lodging Tax Funding Recommendations for 2025

Planning, Community, and Economic Development Director John Coleman introduced Resolution 3167, Lodging Tax Funding Recommendations for 2025, remarking that 29 applications for funding were received, totaling \$535,268. He added that the city is planning to build a community event center, of which a significant portion will be funded by lodging tax funds, which reduces the amount of funding available for this year's requests and following years. He announced that the committee decided on 23 awards totaling \$307,800, and that there are several outstanding applications for Bier Near the Pier and Uncorked festivals, as well as funding required for the preliminary design of the community event center. He also called out that the Visitors Information Center received an award of \$30,000 for 2025, dispelling rumors that had been circulating that the organization would not receive funding for 2025.

Mr. Walters added an overview of the committee's processes with the reduced available funding for the event facility project. He mentioned that the city's fireworks show would be fully funded and noted that the Port's requests for funding for music concerts was effectively consolidated into a single request, that the committee would not fund the Race Week event due to it being the lone for-profit entity, that lodging tax awards for the Downtown Anacortes Alliance would be reduced, and that the Oyster Run funding would be paid directly to the city to cover for overtime staffing costs for the event. He then provided a breakdown of the funding for the Anacortes Chamber of Commerce request for \$66,000 that includes the Visitors Information Center, restrooms, Coastal Christmas, and downtown beautification (not a qualified lodging tax expense), with the committee recommending the overall funding level at \$30,000. He noted that the committee recommended that the Chamber of Commerce marketing request of \$183,000 be set at \$125,000. He added that \$75,000 that was allocated to the Cap Sante Lookout project would be available for 2025 requests due to the project bid coming in under budget.

Mayor Miller invited members of the audience to comment on this agenda item.

Public comment was delivered as follows:

Jesica Kiser of Anacortes and President and Chief Executive Officer of the Anacortes Chamber of Commerce thanked the Council for faithfully funding the Visitors Information Center over the years and that it be kept in mind when considering the funding resolution. She noted that this visitors center continues to see increasing visitor counts and strong volunteer staffing, and thanked the Council for funding it for another year. She expressed understanding that the funding had stopped for Coastal Christmas and downtown beautification, and gratitude for the funding that was received.

Discussion topics included:

- Are holiday decorations (lights) funded as part of the Planning Department budget? Are lights part of downtown beautification funding?
- Accuracy of the estimates for visitor counts.
- The reasons for not funding the Race Week event.

- Event center funding makes for a limited budget.
- Volunteers bring a hometown feel for visitors.
- Cut in funding for the greater good of the event center project.
- Planned timeline for opening of the event center.
- \$50,000 expense in 2024 funds for design work already done on the event center
- \$35,000 for the Chamber of Commerce event tents from 2025 funds.
- First tranche of design funding of \$200,000 for the event center from reserves.

ANTHONY YOUNG moved, seconded by BRUCE MCDOUGALL, to approve Resolution 3167 for the 2025 tourism promotion funding grants as recommended by the Lodging Tax Advisory Committee.

Vote: Ayes - ANTHONY YOUNG, RYAN WALTERS, CAROLYN MOULTON, BRUCE MCDOUGALL, AMANDA HUBIK, TJ FANTINI. Nays - None. Result: Passed

Ordinance 4088: 2024-2029 Capital Facilities Plan Amendment

Finance Director Steve Hoglund introduced Ordinance 4088: 2024-2029 Capital Facilities Plan Amendment, referring to a slide presentation that was included in the packet materials for the meeting.

Mayor Miller invited members of the audience to comment on this agenda item. No one present wished to address the Council.

Discussion topics included:

Fiber

- The Highway 20 corridor is not in the Capital Facilities Plan for 2025.
- EDA grant funding will carry over from 2024 to 2025.

Fire

- Would the fire boat be in the 2025 CFP?
- The reason for the increased cost of Fire Station 1 upgrade includes upgrades for all three fire stations.

General Government

- Additional details on projects are included in the plan.
- Enterprise resource planning application funding allocation.
- Additional discussion needed of pile removal and breakwater repair.

Public Works Operations

- Facilities condition assessment and maintenance repairs.
- Breakdown of how \$250k for facility maintenance repairs will be allocated.
- Appreciation for change in approach and increased detail.

Public Works Transportation

- Kansas Avenue scope - study implications of opening and improving storm water facilities.
 - Using storm water utility funds to accomplish improvements.
- 12th Street and Commercial Avenue intersection - funding breakdown.

- 9th Street to R Avenue pedestrian link.
- Benefits of having a port project for the event center in the Capital Facilities Plan.

Port Security Grant to Purchase a Public Safety Boat for the Anacortes Fire Department

Fire Chief Bill Harris re-introduced the proposed federal grant to purchase a public safety boat for the Fire Department, referring to a slide presentation that was added to the packet materials for the meeting.

Discussion topics included:

- Service access to Guemes Island.
- Service life estimate for the boat.
- Account for the possibility of arson when considering possible response scenarios.
- Skagit County Sheriff boat capabilities and response time.
- Estimated cost of unexpected maintenance requirements.
- Growing need for marine emergency response capability.
- Not adding a new capability, but enhancing an existing one.
- Cost - benefit analysis of the procurement choice.

AMANDA HUBIK moved, seconded by TJ FANTINI, to authorize the mayor to accept the 2024 port security grant from the Federal Emergency Management Agency.

Vote: Ayes - ANTHONY YOUNG, RYAN WALTERS, CAROLYN MOULTON, BRUCE MCDOUGALL, AMANDA HUBIK, TJ FANTINI. Nays - None. Result: Passed

Interlocal Agreement #24-256-FBR-001 for Burlington Dark Fiber Optic Connections

Administrative Services Director Emily Schuh introduced the proposed interlocal agreement with the City of Burlington for dark fiber optic connections.

BRUCE MCDOUGALL moved, seconded by AMANDA HUBIK, to authorize the mayor to execute interlocal agreement #24-256-FBR-001 with the City of Burlington for Dark Fiber Optic Connections.

Vote: Ayes - ANTHONY YOUNG, RYAN WALTERS, CAROLYN MOULTON, BRUCE MCDOUGALL, AMANDA HUBIK, TJ FANTINI. Nays - None. Result: Passed

Adjournment

There being no further business, at approximately 8:53 p.m. the Anacortes City Council meeting of October 7, 2024 was adjourned.

The following claims against the City of Anacortes have been preaudited and certified by the Clerk-Treasurer as ready for City Council approval at the October 14, 2024 City Council meeting:
[Download this file in OpenDocument spreadsheet format.](#)

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
356184	10/3/2023	283054928	ALFA LAVAL INC	MAINTENANCE SUPPLIES - INCINERATOR	\$ 965.48	dwwtp
356183	11/6/2023	283061304	ALFA LAVAL INC	MAINTENANCE SUPPLIES - INCINERATOR	\$ 4,601.84	dwwtp
355953	5/29/2024	IN1591068	AM CONSERVATION GROUP, INC.	SHOWER TIMERS - WATER CONSERVATION PROGRAM	\$ 391.76	dwwtp
350852	6/30/2024	DB240010-1	BLYTHE MECHANICAL, INC	WWTP BOILER REPLACEMENT PROJECT	\$ 41,289.60	dwwtp
356050	7/17/2024	BINV0011607	GOBLE SAMPSON ASSOCIATES, INC	MAINTENANCE SUPPLIES - INCINERATOR	\$ 727.47	dwwtp
355865	7/29/2024	01-25402	CUMMINS, INC.	PART FOR VEHICLE #304	\$ 2,154.73	dshop
355960	8/20/2024	7815-2	THE SHERWIN WILLIAMS CO	SUPPLIES FOR STREET DEPT	\$ 4,187.71	dshop
356200	8/21/2024	54664	MT BAKER OVERHEAD DOORS INC	OPS VACUUM TRUCK GARAGE DOOR REPLACEMENT	\$ 2,932.16	pw1
355938	8/22/2024	364517	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 399.77	pwfac
355937	8/27/2024	364679	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 37.16	pwfac
355934	8/31/2024	082446904	SKAGIT PUBLISHING LLC	PUBLIC NOTICE PUBLISHING FOR 2024 TOURISM FUND GRANT APPLICATION	\$ 601.80	plan
356187	8/31/2024	090087001-0824	KIMLEY-HORN AND ASSOCIATES, IN	PASS LAKE 10-INCH WATERMAIN REPLACEMENT PROJECT - DESIGN - THROUGH 8/31/24	\$ 17,242.50	pw1
356186	8/31/2024	29136549R	KIMLEY-HORN AND ASSOCIATES, IN	MARCH'S POINT ROAD WATER MAIN AND BIKE LANE PROJECT - DESIGN - THROUGH 8/31/24	\$ 58,323.17	pw1
356035	9/1/2024	190-1840-00	CITY OF ANACORTES	WWTP 8/1-8/31/24	\$ 8,372.67	dwwtp
355961	9/5/2024	365196	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 1,247.72	pwfac
355941	9/10/2024	364679A	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 141.20	pwfac
355940	9/10/2024	365196A	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 815.22	pwfac
355939	9/12/2024	365792	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 530.82	pwfac
355944	9/16/2024	365851	BAY CITY SUPPLY	WTP PAPER PRODUCTS, SIMPLE GREEN, TRASH BAGS	\$ 355.35	dwwtp
355966	9/17/2024	366053	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 1,239.14	pwfac
355962	9/19/2024	365898	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 76.52	pwfac

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
356038	9/20/2024	9974372050	VERIZON WIRELESS	SCADA COMMUNICATIONS - PUMP STATIONS - 08/21-9/20/24	\$ 1,244.11	dwwtp
356198	9/23/2024	1298	FIDALGO CLEANING	APD CLEANING & SUPPLIES 9/23-10/6/24	\$ 875.00	apd
355946	9/24/2024	365851B	BAY CITY SUPPLY	WTP PAPER SUPPLIES	\$ 58.35	dwwtp
355936	9/24/2024	366053A	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 213.20	pwfac
355971	9/24/2024	366305	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 315.06	pwfac
356065	9/25/2024	V609661	CORE & MAIN LP	SUPPLIES FOR WATER MAINTENANCE	\$ 4,196.24	wdist
356066	9/25/2024	V686079	CORE & MAIN LP	SUPPLIES FOR WATER MAINTENANCE	\$ 800.00	wdist
355964	9/26/2024	366236	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 24.74	pwfac
355951	9/26/2024	9974887392	VERIZON WIRELESS	WTP SCADA 8/27-9/26/24	\$ 904.94	dwwtp
356191	9/27/2024	2347-8	MAKERS ARCHITECTURE	2025 PERIODIC COMPREHENSIVE PLAN UPDATE - THROUGH 8/31/24	\$ 9,856.25	plan
356193	9/27/2024	238330	BLYTHE MECHANICAL, INC	HVAC ON-CALL REPAIR SERVICES WTP HVAC TROUBLESHOOTING	\$ 368.70	dwwtp
355863	9/28/2024	200000667218	PUGET SOUND ENERGY INC	LIBRARY 10TH & M ST 8/31-10/1/2024	\$ 26.39	publib
356205	9/28/2024	360-293-4900-0912865	ZIPLY FIBER	APD BAC LINE 9/28-10/27/24	\$ 94.40	apd
355786	9/28/2024	360-293-6427-0218975	ZIPLY FIBER	CITY HALL 911 9/28-10/27/24	\$ 88.37	finance
355970	9/28/2024	360-299-0973-1017915	ZIPLY FIBER	WWTP 9/28-10/27/24	\$ 513.66	dwwtp
355861	9/28/2024	360-299-2484-0726025	ZIPLY FIBER	LIBRARY PHONE 9/28-10/27/24	\$ 66.15	publib
355851	9/28/2024	360-299-3674-0214175	ZIPLY FIBER	OPS PHONE LINE: 9/28-10/27/24	\$ 79.49	dshop
356204	9/28/2024	360-299-6615-0615165	ZIPLY FIBER	APD 911 LINE 9/28-10/27/24	\$ 86.99	apd
356063	9/30/2024	13405	PETDATA, INC	PETDATA LICENSING FEES SEPTEMBER	\$ 500.00	finance
355710	9/30/2024	146001	WASTE TECHNOLOGY SERVICES, INC	WWTP MERCURY FILTERS DISPOSAL	\$ 2,137.96	dwwtp
355933	9/30/2024	271935	INFOSEND, INC.	SEPTEMBER 2024 PROCESSING	\$ 4,705.57	finance
356057	9/30/2024	290878	LAKESIDE INDUSTRIES, INC.	ROTARY PARK PAVING SUPPLIES	\$ 2,255.21	parks1
355873	9/30/2024	291147	LAKESIDE INDUSTRIES, INC.	ROCK SALES	\$ 2,672.13	dshop
356049	9/30/2024	291148	LAKESIDE INDUSTRIES, INC.	DUMP FEES	\$ 76.05	parks1

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
355872	9/30/2024	291216	LAKESIDE INDUSTRIES, INC.	ASPHALT	\$ 1,274.40	wdist
355858	9/30/2024	291513	REECE, STORMIE	DEPOT JANITORIAL SERVICES	\$ 1,364.00	parks1
355778	9/30/2024	300000006951	PUGET SOUND ENERGY INC	STREET LIGHTS: 7/31-8/29/24	\$ 16,646.39	dshop
355779	9/30/2024	300000325005	PUGET SOUND ENERGY INC	STREET LIGHTS: 8/8-9/6/24	\$ 83.23	dshop
355780	9/30/2024	300000340004	PUGET SOUND ENERGY INC	STREET LIGHTS: 8/29-9/27/24	\$ 38.28	dshop
356213	9/30/2024	40823	ORCA INFORMATION, INC	BACKGROUND CHECKS - NEW HIRES/VOLUNTEERS	\$ 227.00	hr
356051	9/30/2024	4090120	UTILITIES UNDERGROUND LOCATION	SEPTEMBER LOCATE TICKETS	\$ 242.88	dshop
355854	9/30/2024	45552849	LINDE GAS & EQUIPMENT INC.	CYLINDER RENTAL	\$ 340.18	dwwtp
355935	9/30/2024	53075	PACIFIC SECURITY	SECURITY DETAIL ON COURT DAYS	\$ 675.94	court
355857	9/30/2024	93024	ISLAND FIREWOOD CO., LLC	WA PARK FIREWOOD FOR RESALE	\$ 1,375.00	parks1
356158	9/30/2024	9339147934	GRAYBAR ELECTRIC COMPANY, INC	FIELD INSTALLABLE CONNECTORS. SC/APC	\$ 591.87	fiber
355781	9/30/2024	CL81698	NELSON-REISNER DISTRIBUTOR INC	VEHICLE FUEL - 9/24	\$ 26,458.54	finance
356047	9/30/2024	COURT & BUILDING FEE	WASHINGTON STATE TREASURER	COURT & BLDG FEES TO STATE - QTR 3	\$ 17,172.85	finance
356162	9/30/2024	FB-2729	CITY OF MOUNT VERNON	DARK FIBER, SEPT 2024	\$ 525.00	fiber
356181	9/30/2024	GCI0015564	CODE PUBLISHING, LLC	CODIFICATION SERVICES	\$ 2,382.72	legal
356185	9/30/2024	IN959006	NOANET	MUNICIPAL FIBER NETWORK COORDINATED SERVICES - SEPTEMBER 2024	\$ 11,143.14	fiber
356067	9/30/2024	V706781	CORE & MAIN LP	SUPPLIES FOR WATER MAINTENANCE	\$ 460.21	wdist
356149	10/1/2024	052-0010-00	CITY OF ANACORTES	OPS 9/1-9/30/24	\$ 1,778.53	dshop
356160	10/1/2024	10/1/24	COGENT COMMUNICATIONS, LLC	STANDBY DIA OCT 2024	\$ 3,522.67	fiber
355943	10/1/2024	1109	BE ENTERPRISES LLC	PUBLIC RESTROOM MAINTENANCE	\$ 3,575.10	plan
356195	10/1/2024	1110	BE ENTERPRISES LLC	2024 JANITORIAL SERVICES - SEPTEMBER 2024	\$ 4,627.30	pw1
356197	10/1/2024	1111	BE ENTERPRISES LLC	2024 JANITORIAL SERVICES - AS NEEDED - CITY HALL & SENIOR CENTER - SEPT 2024	\$ 5,040.00	pw1
355932	10/1/2024	1398972-0043-8	WASTE MANAGEMENT	SEPTEMBER 2024 CONTRACTED SERVICES	\$ 152,362.70	finance
355952	10/1/2024	14206122	HACH COMPANY	FILLING SOLUTION KCI 3M SOLN	\$ 99.01	dwwtp

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355860	10/1/2024	146057	VENTEK INTERNATIONAL	WA PARK PAYSTATION MONITORING 10/1-10/31/24	\$ 270.00	parks1
355852	10/1/2024	1731200	WALTON BEVERAGE COMPANY, INC	OPS: BREAKROOM SUPPLIES	\$ 151.50	dshop
355972	10/1/2024	190-1840-00	CITY OF ANACORTES	WWTP 9/1-9/30/24	\$ 7,466.83	dwwtp
355950	10/1/2024	200012505505	PUGET SOUND ENERGY INC	WTP 9/1- 9/30/2024	\$ 92,256.00	dwwtp
356136	10/1/2024	2024-09-AG	GDIXONLAW	PUB DEF CONFL	\$ 90.00	pubdef
356135	10/1/2024	2024-09-AG	GDIXONLAW	PUB DEF CONFL	\$ 60.00	pubdef
356147	10/1/2024	2024-09-AS	GDIXONLAW	PUB DEF CONFL	\$ 110.00	pubdef
356138	10/1/2024	2024-09-BH	GDIXONLAW	PUB DEF CONFL	\$ 30.00	pubdef
356139	10/1/2024	2024-09-DJ	GDIXONLAW	PUB DEF CONFL	\$ 40.00	pubdef
356130	10/1/2024	2024-09-EB	GDIXONLAW	PUB DEF CONFL	\$ 80.00	pubdef
356143	10/1/2024	2024-09-EM	GDIXONLAW	PUB DEF CONFL	\$ 10.00	pubdef
356153	10/1/2024	2024-09-EV	GDIXONLAW	PUB DEF CONFL	\$ 220.00	pubdef
356132	10/1/2024	2024-09-GD	GDIXONLAW	PUB DEF CONFL	\$ 270.00	pubdef
356152	10/1/2024	2024-09-HT	GDIXONLAW	PUB DEF CONFL	\$ 350.00	pubdef
356133	10/1/2024	2024-09-JD	GDIXONLAW	PUB DEF CONFL	\$ 170.00	pubdef
356134	10/1/2024	2024-09-JE	GDIXONLAW	PUB DEF CONFL	\$ 30.00	pubdef
356140	10/1/2024	2024-09-JK	GDIXONLAW	PUB DEF CONFL	\$ 140.00	pubdef
356145	10/1/2024	2024-09-JR	GDIXONLAW	PUB DEF CONFL	\$ 220.00	pubdef
356156	10/1/2024	2024-09-JZ	GDIXONLAW	PUB DEF CONFL	\$ 210.00	pubdef
356146	10/1/2024	2024-09-LS	GDIXONLAW	PUB DEF CONFL	\$ 210.00	pubdef
356129	10/1/2024	2024-09-MB	GDIXONLAW	PUB DEF CONFL	\$ 70.00	pubdef
356144	10/1/2024	2024-09-MN	GDIXONLAW	PUB DEF CONFL	\$ 520.00	pubdef
356137	10/1/2024	2024-09-PG	GDIXONLAW	PUB DEF CONFL	\$ 110.00	pubdef
356148	10/1/2024	2024-09-PS	GDIXONLAW	PUB DEF CONFL	\$ 100.00	pubdef
356150	10/1/2024	2024-09-SS	GDIXONLAW	PUB DEF CONFL	\$ 40.00	pubdef
356154	10/1/2024	2024-09-SW	GDIXONLAW	PUB DEF CONFL	\$ 790.00	pubdef
356131	10/1/2024	2024-09-TB	GDIXONLAW	PUB DEF CONFL	\$ 70.00	pubdef
356141	10/1/2024	2024-09-VK	GDIXONLAW	PUB DEF CONFL	\$ 130.00	pubdef
356040	10/1/2024	2024Q4-Ana	SKAGIT COUNTY DEM	4TH QTR SHARED COSTS	\$ 21,829.39	medic
355853	10/1/2024	220025931985	PUGET SOUND ENERGY INC	CHERRY LN & ORCHARD AVE ST LIGHTS: 8/31-10/1/24	\$ 9.39	dshop
355856	10/1/2024	220030712800	PUGET SOUND ENERGY INC	STREET LIGHTS: 8/31-10/1/24	\$ 5.37	dshop
355870	10/1/2024	24-53488	BUDGET TOWING & AUTO REPAIR	RV DISPOSAL	\$ 1,199.52	dshop
356159	10/1/2024	3156	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 110.00	pubdef
356163	10/1/2024	3157	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 20.00	pubdef
356164	10/1/2024	3158	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 290.00	pubdef
356157	10/1/2024	3159	LAW OFFICE OF CARA LORENZO	PUB DEF CONVERAGE	\$ 260.00	pubdef

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
356165	10/1/2024	3160	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 200.00	pubdef
356166	10/1/2024	3161	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 160.00	pubdef
356167	10/1/2024	3162	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 480.00	pubdef
356168	10/1/2024	3163	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 180.00	pubdef
356169	10/1/2024	3164	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 120.00	pubdef
356170	10/1/2024	3165	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 580.00	pubdef
356171	10/1/2024	3166	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 40.00	pubdef
356172	10/1/2024	3167	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 280.00	pubdef
356173	10/1/2024	3168	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 180.00	pubdef
356174	10/1/2024	3169	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 40.00	pubdef
356175	10/1/2024	3170	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 210.00	pubdef
356176	10/1/2024	3171	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 50.00	pubdef
356177	10/1/2024	3172	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 170.00	pubdef
356178	10/1/2024	3173	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 140.00	pubdef
356179	10/1/2024	3174	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 140.00	pubdef
356180	10/1/2024	3207	LAW OFFICE OF CARA LORENZO	PUB DEF CONFL	\$ 370.00	pubdef
355963	10/1/2024	366816	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 399.86	pwfac
355967	10/1/2024	366819	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 552.17	pwfac
356209	10/1/2024	3753	SKAGIT COUNTY SHERIFF'S OFFICE	INMATE MEDICAL; PERIOD ENDING 12/25/2024	\$ 16,110.70	apd
356194	10/1/2024	39470	COMMERCIAL ALARM & DETECTION	LIBRARY FIRE ALARM MONITORING AGREEMENT - OCT, NOV, DEC 2024	\$ 97.92	pw1
356202	10/1/2024	5070238002	RICOH USA, INC	S/N C86138599 APD FRONT OFFICE COPIES 9/1-9/30/24	\$ 50.36	apd
356203	10/1/2024	5070238787	RICOH USA, INC	S/N C86100105APD PATROL OFFICE 7/1-9/30/24	\$ 105.64	apd
356052	10/1/2024	510895	MOMENTUM TELECOM INC	SIP TRUNKS 10/1-10/31/24	\$ 1,067.44	finance
356036	10/1/2024	56873	CORRECT EQUIPMENT, INC	MAINTENANCE SUPPLIES - PUMP STATIONS	\$ 185.40	dwwtp
356068	10/1/2024	58178	SCRAP-IT	SCRAP RV TOW	\$ 2,107.80	dshop
356042	10/1/2024	7391810316	CARDINAL HEALTH 110, INC.	PHARMA: ROCURONIUM, KETAMINE, MIDAZOL,	\$ 463.67	medic
356201	10/1/2024	12501658	WASHINGTON STATE PATROL	BACKGROUND CHECKS; SEPT 2024	\$ 92.75	apd
355855	10/1/2024	ReimbFlores	FLORES JR, ODILON	TRAVEL - HOTEL FOR OF	\$ 198.89	dwwtp
356054	10/2/2024	0326724-IN	NELSON-REISNER DISTRIBUTOR INC	SUPPLIES FOR FLEET	\$ 3,477.99	dshop
355965	10/2/2024	24-28209	EDGE ANALYTICAL, INC	LAB TESTING - EFFLUENT NUTRIENTS MONTHLY	\$ 99.45	dwwtp
355968	10/2/2024	24-28434	EDGE ANALYTICAL, INC	LAB TESTING - INFLUENT NITROGEN MONTHLY	\$ 40.80	dwwtp

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
355969	10/2/2024	24-28435	EDGE ANALYTICAL, INC	LAB TESTING - SIDE STREAM NITROGEN MONTHLY	\$ 40.80	dwwtp
355956	10/2/2024	24-29483	EDGE ANALYTICAL, INC	WATER ANALYSIS - BACT FINISHED	\$ 19.00	dwtp
355957	10/2/2024	24-29516	EDGE ANALYTICAL, INC	WATER ANALYSIS - TCR NORTH	\$ 114.00	dwtp
355949	10/2/2024	248 984 6277 5	CASCADE NATURAL GAS CORP.	WTP 8/29-10/1/24	\$ 6,092.06	dwtp
356199	10/2/2024	58396	MERIDIAN SCALE	EVIDENCE SCALES	\$ 1,902.60	apd
355958	10/2/2024	MEI0067	EDGE ANALYTICAL, INC	WATER ANALYSIS - BACT RAW	\$ 63.00	dwtp
355959	10/2/2024	MEI0094	EDGE ANALYTICAL, INC	WATER ANALYSIS - BACT RAW	\$ 63.00	dwtp
356064	10/2/2024	ReimbFarrell	FARRELL, MYLES	SUPPLIES FOR FACILITIES	\$ 98.08	pwfac
355948	10/3/2024	14211009	HACH COMPANY	HYDROCHLORIC ACID SOLUTION	\$ 90.14	dwtp
355862	10/3/2024	200000666863	PUGET SOUND ENERGY INC	LIBRARY 10TH STREET LED 8/31-10/1/2024	\$ 12.79	publib
355867	10/3/2024	2023-012	HERBAUGH, ROGER	SOCCER REFEREE ASSIGNOR	\$ 100.45	pkrec
355866	10/3/2024	24 Anac Ref	SKAGIT VALLEY YOUTH SOCCER	COUNTY SOCCER REFS SEPT. 2024 SEASON	\$ 921.84	pkrec
355954	10/3/2024	24-29009	EDGE ANALYTICAL, INC	WATER ANALYSIS - LEAD AND COPPER WS 00932	\$ 41.00	dwtp
355955	10/3/2024	24-29016	EDGE ANALYTICAL, INC	WATER ANALYSIS - LEAD AND COPPER WS 00932	\$ 451.00	dwtp
356056	10/3/2024	3010	ANACORTES PRINTING	WA PARK NOTICE BOOKS	\$ 494.50	parks1
355871	10/3/2024	380-0930-01	RIGBY, JOYCE	TOILET REBATE - WATER CONSERVATION PROGRAM	\$ 50.00	dwtp
355869	10/3/2024	49416	ZUMAR INDUSTRIES, INC.	SUPPLIES FOR STREET DEPT	\$ 1,865.61	dshop
356043	10/3/2024	7392170282	CARDINAL HEALTH 110, INC.	PHARMA: FENTANYL	\$ 73.72	medic
356044	10/3/2024	7392170284	CARDINAL HEALTH 110, INC.	PHARMA: DILTIAZEM, SUCCINYLCHOLINE.	\$ 878.85	medic
356155	10/3/2024	9339208193	GRAYBAR ELECTRIC COMPANY, INC	SPLICE CASE GEL PLUGS	\$ 2,048.70	fiber
355947	10/3/2024	INV00503891	USA BLUE BOOK	BUFFER, SAMPLE CELLS, SULFURIC ACID, ROSS PH SOLUTION	\$ 1,306.07	dwtp
356151	10/4/2024	1132	ALLY SAFETY	SUBSCRIPTION RENEWAL FOR ALLY SAFETY TOOLBOX TALK	\$ 350.00	dwtp
356192	10/4/2024	1329	SKAGIT SHOOTING RANGE, LLC	APD RANGE DAY	\$ 38.01	apd
356037	10/4/2024	1732320	WALTON BEVERAGE COMPANY, INC	WTP BREAKROOM SUPPLIES	\$ 132.50	dwtp
356039	10/4/2024	52470588	UNIVAR USA INC	SODIUM HYDROXIDE	\$ 5,604.72	dwtp
356182	10/7/2024	0327348-IN	NELSON-REISNER DISTRIBUTOR INC	PUMP STATION FUEL	\$ 2,732.85	dwwtp

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
356214	10/7/2024	172-1	SKAGIT COUNTY INVESTIGATIONS	PUB DEF INVEST	\$ 675.00	pubdef
356189	10/7/2024	201140058	CRIMINAL JUSTICE TRAINING	TRAINING; BASIC COLLISION - MELTON	\$ 100.00	apd
356190	10/7/2024	206969	FIDALGO ANIMAL MEDICAL CENTER	PET CREMATION; APD CASE 24-A05968	\$ 32.50	apd
356048	10/7/2024	24-28431	EDGE ANALYTICAL, INC	LAB TESTING - SLUDGE METALS BI MONTHLY	\$ 293.25	dwwtp
356041	10/7/2024	24-29657	EDGE ANALYTICAL, INC	WATER ANALYSIS - FLUORIDE BH	\$ 33.00	dwwtp
356062	10/7/2024	ANA-1219499	ANACORTES AMERICAN	WTP 2024-2025	\$ 122.40	dwwtp
356161	10/8/2024	380-1900-01	ESTATE OF LARRY B DENT	UB Refund Cst #060896	\$ 131.63	finance
355945	9/18/2025	365851A	BAY CITY SUPPLY	WTP PAPER SUPPLIES, CLEANERS	\$ 434.82	dwwtp
	Total				\$ 614,536.42	



City Council Agenda Bill

Meeting Date: October 14, **Agenda Item:** 5.c.
2024

Agenda Item Title: Contract Award: WWTP Dream Reports Software License & Integration #24-260-SEW-001

Staff Contact(s): Andrew Rheume, Brian Walker

<u>Approved for Submittal to Council by</u>	<u>Action Type</u>
Tiffany Matson	Contract Award
Andrew Rheume	

Item Summary: City staff seeks City Council consent to award a contract in the amount of \$99,909.04 to Quality Controls Corporation (QCC). provide professional services to install, configure, and integrate the Dream Reports software at the WWTP.

Background:

1. **History:** The current reporting software used at the WWTP is being phased out by the vendor and will no longer be supported. The WWTP is required to choose an alternative reporting software. The staff evaluated 10 different software alternatives and determined Dream Reports to be the best long-term solution. Dream Reports will also enable the plant to incorporate dashboarding as part of their data review process, which will greatly decrease the amount of paper reports produced. This will also allow staff to evaluate and respond more quickly to changes in the plant process.
2. **Key Terms:**
 - The total Agreement price shall be \$99,909.04. The software licenses, maintenance, and training under this Agreement shall be for a firm fixed price of \$13,149.04. The professional services provided under this Agreement shall be on a time and materials basis not-to-exceed \$86,760.00.
 - The period of performance is from contract inception through January 31, 2025.
3. **Competitive Bidding:** The software purchase falls under the competitive bidding requirements for materials, equipment, and supplies and is under the City's bid threshold of \$40,000. The work identified as professional services are not subject to any competitive bidding requirements.

Budget Impact:

Consultant	QCC
Contract Amount	\$99,909.04
Earmarked Funds	\$125,000.00
BARS #	440.750.594.35.63
Budget Amendment Required?	No
Start Date	Inception
End Date	1/31/2025

Previous Action: N/A

Recommended Motion: I move that City Council authorize the Mayor to sign contract 24-260-SEW-001 with QCC in the amount of \$99,909.04 to perform the WWTP Dream Reports Software License & Integration.

Alternative Actions: Not award the contract.

Attachments (listed in order presented):

1. 24-260-SEW-001



AGREEMENT #24-260-SEW-001
Between
THE CITY OF ANACORTES
AND
QUALITY CONTROLS CORPORATION

WWTP DREAM REPORTS SOFTWARE LICENSE & INTEGRATION

This Agreement, hereinafter referred to as "Agreement", is made and entered into between the City of Anacortes, hereinafter referred to as the "City", and Quality Controls Corporation (QCC), hereinafter referred to as the "Consultant".

WHEREAS, the City requires the professional services of the Consultant;

NOW, THEREFORE, in consideration of mutual benefits accruing, it is agreed by and between the parties hereto as follows:

1. **Scope of Work.** Under this Agreement, the Consultant shall provide professional services to install, configure, and integrate the Dream Reports software at the Anacortes Wastewater Treatment Plant (WWTP), 500 T Ave, Anacortes, WA 98221, as listed in Exhibit A, which is attached hereto and incorporated by reference. All work shall be performed under the direction of Corrin Hamburg, or designee, hereinafter referred to as Project Manager.

2. **Price and Payment Terms.** The total Agreement price shall be **Ninety-Nine Thousand Nine Hundred Nine Dollars and Four Cents (\$99,909.04)**. The software licenses, maintenance, and training under this Agreement shall be for a firm fixed price of \$13,149.04. The professional services provided under this Agreement shall be on a time and materials basis not-to-exceed \$86,760.00.

3. **Period of Performance.** The period of performance under this Agreement is from inception through January 31, 2025.

4. **Subcontracts.** The Consultant shall not subcontract the Scope of Work ("Work") unless detailed in this Agreement or the Project Manager approves in writing. If the Project Manager requests, the Consultant shall provide proof that the subcontractor has the experience, ability, and equipment the Work requires. "subcontractor" means an individual, partnership, firm, corporation, or joint venture who is sublet part of the Contract by the Consultant. Each request to subcontract shall include the following information (i) a description of the supplies or services to be subcontracted, (ii) identification of the type of subcontract to be used (iii) identification of the proposed subcontractor, (iv) proposed subcontract price, (v) identification of the percentage of work to be performed by subcontract. Approval of subcontract shall not:

- a. Relieve the Consultant of any responsibility to carry out the Contract,
- b. Relieve the Consultant of any obligations or liability under the Contract,
- c. Create any contract between the City and the subcontractor, or
- d. Convey to the subcontractor any rights against the City.

Consultant remains fully responsible for obligations, services, and functions performed by its subcontractor to the same extent as if such obligations, services, and functions were performed by Consultant's employees, and for purposes of the Agreement such work will be deemed work performed by Consultant. The Consultant shall give immediate written notice, reference Clause Notices, of any action or suit filed and prompt notice of any claim made against the Consultant by any subcontractor or vendor that, in the opinion of the Consultant, may result in litigation related in any way to this Agreement, with respect to which the Consultant may be entitled to reimbursement from the City.

If dissatisfied with any part of the subcontracted Work, the Project Manager may request in writing that the subcontractor be removed. The Consultant shall comply with this request at once and shall not employ the subcontractor for any further Work under the Contract.

5. **Taxes.** The City will pay sales and use taxes imposed on goods or services acquired hereunder as required by law. The Consultant must pay all other taxes including, but not limited to: Business and Occupation Tax, taxes based on the Consultant's gross or net income, or personal property to which the City does not hold title. The City is exempt from Federal Excise Tax. Where applicable the City shall furnish a Federal Excise Tax Exemption certificate.

6. **Invoicing.** All invoices shall include: Company Name, Invoice Date, Due Date (30 days), Invoice Number, Invoice Period, Project Manager Name, **Agreement Number**, and amount requested per invoice. Invoices shall include actual hours worked by Period, by Labor Category. The Consultant must allow 30 calendar days from receipt of the invoice for payment. Invoices may be sent by US mail to City of Anacortes, Accounts Payable, PO Box 547, Anacortes, WA 98221, or by email to accountspayable@anacorteswa.gov. The City shall notify the Consultant within fifteen (15) calendar days from receipt of invoice if there are any objections or disputes with the invoice. The Consultant shall then resubmit a new invoice less the disputed amount and payment shall be made within 30 calendar days. Any disputed amounts may be submitted under the **Disputes** clause contained herein.

7. **Withholding Payment.** In the event the City determines that the Consultant has failed to perform any obligation under this Contract within the times set forth in this Contract, then the City may withhold from amounts otherwise due and payable to Consultant the amount determined by the City as necessary to cure the default, until the Contracting Officer determines that such failure to perform has been cured. Withholding under this clause shall not be deemed a breach entitling Consultant to terminate or damages, provided that the City promptly gives notice in writing to the Consultant of the nature of the default or failure to perform, and in no case more than 8 days after it determines to withhold amounts otherwise due. A determination of the City Attorney set forth in such notice to the Consultant of the action required and/or the amount required to cure any alleged failure to perform shall be deemed conclusive, except to the extent that the Consultant acts within the times and in strict accord with the provisions of the Disputes clause of this Contract. The City may act in accordance with any determination of the City Attorney which has become conclusive under this clause, without prejudice to any other remedy under the Contract, to take all or any of the following actions: (1) cure any failure or default, (2) to pay any amount so required to be paid and to charge the same to the account of the Consultant, (3) to set off any amount so paid or incurred from amounts due to become due the Consultant. In the event the Consultant obtains relief upon a claim under the Disputes clause, no penalty or damages shall accrue to Consultant by reason of good faith withholding by the City under this clause.

8. **Final Payment: Waiver of Claim.** The Consultant's acceptance of final payment shall constitute a waiver of claims, except those previously and properly made and identified by the Consultant as unsettled at the time request for final payment is made.

9. **New and Unused.** All units, equipment, parts and material shall be new, unused, manufacturer's current model year and in current production. All materials shall have physical and chemical properties to withstand the intended purpose. Equipment design shall have sufficient excess capacity for durability and safety.

10. **Warranty.** The Consultant shall return to the project and repair or replace all defects in workmanship and material discovered within one year after delivery of all items, including any necessary labor and materials. The Consultant shall start work to remedy any such defects within 7 calendar days of receiving City's written notice of a defect, and shall complete such work within the time stated in the City's notice. In case of an emergency, where damage may result from delay or where loss of services may result, such corrections may be made by the City's own forces or another Consultant, in which case the cost of corrections shall be paid by the Consultant. In the event the Consultant does not accomplish corrections within the time specified, the work will be otherwise accomplished and the cost of same shall be paid by the Consultant. When corrections of defects are made, the Consultant shall then be responsible for correcting all defects in workmanship and materials in the corrected work for one year after acceptance of the corrections by City. In addition, the Consultant shall obtain and submit to the City any necessary documentation to secure any extended manufacturer's warranty and warranty terms. This guarantee is supplemental to and does not limit or affect the requirements that the Consultant's work comply with the requirements of the Contract or any other legal rights or remedies of the City.

11. **Ownership and Use of Documents.** All finished and unfinished documents and material prepared by the Consultant with funds paid by the City pursuant to the terms of this Agreement shall become the property of the City and shall be forwarded to the City upon its request. Documents and materials shall include but not be limited to plans, specifications, reports, electronic and non-electronic data, and other design documents prepared by the Consultant. Pursuant to RCW 42.56.70, all information and documents produced under this Agreement may be subject to public disclosure.

12. **Assistance Regarding Patent and Copyright Infringement.** In the event of any claim or suit against City on account of any alleged patent or copyright infringement arising out of the performance of this Contract or out of the use of any material furnished or work or services performed hereunder, Consultant shall defend City against any such suit or claim and hold City harmless from any and all expenses, court costs, and attorney's fees in connection with such claim or suit.

13. **Indemnification / Hold Harmless.** Consultant shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the acts, errors or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City. However, should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Consultant's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

14. **General and Professional Liability Insurance.**

A. Insurance Term: The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

B. No Limitation: Consultant's maintenance of insurance as required by this Agreement shall not be construed to limit the liability of the Consultant to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

C. Minimum Scope of Insurance: Consultant shall obtain insurance of the types and coverages described below:

1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be as least as broad as Insurance Services Office (ISO) form CA 00 01.
2. Commercial General Liability insurance shall be at least as broad as ISO occurrences form CG 00 01 and shall cover liability arising from premises, operations, stop-gap independent contractors and personal injury and advertising injury. **The City shall be named as an additional insured under the Consultant's Commercial General Liability insurance policy** with respect to the work performed for the City using an additional insured endorsement at least as broad as ISO CG 20 26.
3. Worker's Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
4. Professional Liability insurance appropriate to the Consultant's profession.
5. Technology Errors & Omissions (E&O)
6. Network Security (Cyber) and Privacy Insurance shall include, but not be limited to, coverage, including defense, for the following losses or services:

Liability arising from theft, dissemination, and/or use of City confidential and personally identifiable information, including but not limited to, any information about an individual maintained by the City, including (i) any information that can be used to distinguish or trace an individual's identity, such as name, social security number, date and place of birth, mother's maiden name, or biometric records; and (ii) any other information that is linked or linkable to an individual, such as medical, educational, financial, and employment information regardless of how or where the information is stored or transmitted.

Network security liability arising from (i) the unauthorized access to, use of, or tampering with computer systems, including hacker attacks; or (ii) the inability of an authorized third party to gain access to supplier systems and/or City data, including denial of service, unless caused by a mechanical or electrical failure; (iii) introduction of any unauthorized software computer code or virus causing damage to the City or any other third party data.

Lawfully insurable fines and penalties resulting or alleging from a data breach.

Event management services and first-party loss expenses for a data breach response including crisis management services, credit monitoring for individuals, public relations, legal service advice, notification of affected parties, independent information security forensics firm, and costs to re-secure, re-create and restore data or systems.

D. Minimum Amounts of Insurance: Consultant shall maintain the following insurance limits:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
2. Commercial General Liability insurance shall be written with limits no less than \$2,000,000 each occurrence and \$2,000,000 general aggregate.
3. Professional Liability insurance shall be written with limits no less than \$2,000,000 per claim and \$2,000,000 policy aggregate limit.
4. Technology Errors & Omissions (E&O) shall be written with limits no less than \$1,000,000 per claim and \$1,000,000 policy aggregate limit.
5. Network Security (Cyber) and Privacy Insurance shall be written with limits no less than \$2,000,000 per claim \$2,000,000 policy aggregate for network security and privacy coverage, \$100,000 per claim for regulatory action (fines and penalties), and \$100,000 per claim for event management services.

E. Other Insurance Provision: The Consultant's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain, that they shall be primary insurance as respect the City. Any Insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.

F. Acceptability of Insurers: Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

G. Verification of Coverage: The Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsements, evidencing the insurance requirements of the Consultant **within 10 days of contract execution and before scheduling of the work**. Upon request by the City, the Consultant shall furnish certified copies of all required insurance policies, including endorsements, required in this contract and evidence of all subcontractor coverage. Failure of the City to demand such verification of coverage with these insurance requirements or failure of the City to identify a deficiency from the insurance documentation provided shall not be construed as a waiver of Consultant's obligation to maintain such insurance.

Verification of coverage shall include:

1. An ACORD certificate or a form determined by the City to be equivalent.
2. Copies of all endorsements naming the City as additional insured, showing the policy number. The Consultant may submit a copy of any blanket additional insured clause from its policies instead of a separate endorsement.
3. Any other amendatory endorsements to show the coverage required herein.
4. **A notation of coverage enhancements on the Certificate of Insurance shall not satisfy these requirements – actual endorsements must be submitted.**

H. Notice of Cancellation: The Consultant shall provide the City with written notice of any policy cancellation within two business days of their receipt of such notice.

I. Failure to Maintain Insurance: Failure on the part of the Consultant to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five business days' notice to the Consultant to correct the breach, immediately terminate the contract, or at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Consultant from the City.

J. City Full Availability of Consultant Limits: If the Consultant maintains higher insurance limits than the minimums shown above, the City shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Consultant, irrespective of whether such limits maintained by the Consultant are greater than those required by this Agreement or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by the Consultant.

15. **Registered or Licensed.** The City is prohibited from executing an Agreement with a Consultant who is not registered or licensed as required by the applicable laws of the state for their profession. In addition, Anacortes Municipal Code requires that every business located within the city limits of Anacortes register the business with the state and include a City of Anacortes Endorsement. Businesses from outside city limits with a gross annual income of \$2,000 within Anacortes are also required to obtain a city endorsement. Business licenses and city endorsements can be obtained through the State of Washington Department of Revenue (DOR) Business Licensing Service (BLS) at bls.dor.wa.gov.

16. **Inspection.** The Project Manager shall have power to reject instruments of services which fail to comply with the requirements of this Agreement, but in case of dispute the Consultant may appeal to the City Attorney, whose decision shall be final. The Consultant shall comply with any and all orders and instructions given by the representative of the particular Department administering the Agreement in accordance with the terms of the Agreement. Nothing herein contained shall be taken to relieve the Consultant of their obligations or responsibilities under the Agreement. However, the Consultant shall be responsible for their own methods and conduct during the period of performance.

17. **Standard of Care.** The Consultant represents that they have the necessary knowledge, skill, and experience to perform the Services required by this Agreement. Consultant, and any persons employed by Consultant, shall use their professional skill and efforts to perform the Work in a professional manner consistent with sound practices, in accordance with the usually and customary professional care required for services of the type described in the Scope of Work herein provided at the same time and in the same locale. The City's remedy for a failure to meet the above Standard of Care shall be the re-performance of the Service or an equitable adjustment in the monies paid for the services, at the City's discretion.

18. **Standard Title VI / Non-Discrimination Assurances.** During the performance of this contract, the Consultant, for itself, its assignees, and successors in interest agrees to the clauses in "Appendix A" and "Appendix E" of the Standard Title VI Assurances (USDOT1050.2A), which are hereby incorporated by reference and made a part hereof.

19. **Consultant is an Independent Contractor.** The parties intend that an independent contractor relationship will be created by this Agreement. No agent, employee or representative of the Consultant shall be deemed to be an agent, employee or representative of the City for any purpose. Consultant shall be solely responsible for all acts of its agents, employees, representatives and subcontractor during the performance of this Agreement.

20. **Acceptance.** Consultant acknowledges and agrees that these contract terms are incorporated in, and are a part of, each purchase order or other agreement relating to the provision of goods and/or related services by Consultant. These contract terms supersede all conflicting or additional terms pre-printed on any purchase order, quote, invoice, Consultant's website, or otherwise set forth on any release, acknowledgement, confirmation, requisition, work order, shipping instruction, specification and similar document or communication.

21. **No Third Party Beneficiary Rights.** This Agreement is not intended to and shall not be construed to give any Third Party any interest or rights (including, without limitation, any Third Party beneficiary rights) with respect to or in connection with any agreement or provision contained herein or contemplated hereby, except as otherwise expressly provided for in this Agreement.

22. **Right to Terminate Agreement.**

A. Termination for Default: If the Consultant defaults by failing to perform any of the obligations of the Agreement or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Consultant in the U.S. mail, postage prepaid, terminate the Agreement, and at the City's option, obtain performance of the work elsewhere. If the Agreement is terminated for default, the Consultant shall not be entitled to receive any further payments under the Agreement until all work called for has been fully performed. Any extra cost or damage to the City resulting from such default(s) shall be deducted from any money due or coming due to the Consultant. The Consultant shall bear any extra expenses incurred by the City in completing the work, including all increased costs for completing the work, and all damage sustained, or which may be sustained by the City by reason of such default. If a notice of termination for default has been issued and it is later determined for any reason that the Consultant was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the Termination for Public Convenience paragraph hereof.

B. Termination for Public Convenience: The City may terminate the Agreement in whole or in part whenever the City determines, in its sole discretion that such termination is in the best interests of the City. Whenever the Agreement is terminated in accordance with this paragraph, the Consultant shall be entitled to payment for actual work performed at unit Agreement prices for completed items of work through the date of termination. If the City exercises its option under this Paragraph, the City shall not be responsible for payment for loss of anticipated profit on deleted or uncompleted work. Termination of this Agreement by the City at any time during the term, whether for default or convenience, shall not constitute a breach of Agreement by the City.

23. **Changes/Additional Work.** The City may engage Consultant to perform services in addition to those listed in this Agreement, and Consultant will be entitled to additional compensation for authorized additional services or materials. The City shall not be liable for additional compensation until and unless any and all additional work and compensation is approved in advance in writing and signed by both parties to this Agreement. If conditions

are encountered which are not anticipated in the Scope of Services, the City understands that a revision to the Scope of Services and fees may be required. Provided, however, that nothing in this paragraph shall be interpreted to obligate the Consultant to render or the City to pay for services rendered in excess of the Scope of Services unless or until a modification to this Agreement is approved in writing by both parties.

24. **Non-waiver**. Waiver by the City of any provision of this Agreement or any time limitation provided for in this Agreement shall not constitute a waiver of any other provision.

25. **Non-assignable**. The services to be provided by the Consultant shall not be assigned or subcontracted without the express written consent of the City.

26. **Covenant Against Contingent Fees**. The Consultant warrants that they have not employed or retained any company or person, other than a bona fide employee working solely for the Consultant, to solicit or secure this Agreement, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultant, any fee, commission, percentage, brokerage fee, gifts, or any other consideration contingent upon or resulting from the award of making of this Agreement. For breach or violation of this warranty, the City shall have the right to annul this Agreement without liability or, in its discretion to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

27. **Disputes**

A. General: Differences between the Consultant and the City, arising under and by virtue of this Agreement shall be brought to the attention of the City at the earliest possible time in order that such matters may be settled or other appropriate action promptly taken. The provisions of this Clause shall survive the expiration or termination of this Agreement.

B. Notice of Potential Claims: The Consultant shall not be entitled to additional compensation which otherwise may be payable, or to extension of time for (1) any act or failure to act by the Contracting Agent or the City, or (2) the happening of any event or occurrence, unless the Consultant has given the City a written Notice of Potential Claim within 10 days of the commencement of the act, failure, or event giving rise to the claim, and before final payment by the City. The written Notice of Potential Claim shall set forth the reasons for which the Consultant believes additional compensation or extension of time is due, the nature of the cost involved, and insofar as possible, the amount of the potential claim. Consultant shall keep full and complete daily records of the Work performed, labor and all costs and additional time claimed to be additional.

C. Detailed Claim: The Consultant shall not be entitled to claim any such additional compensation, or extension of time, unless within 30 days of the accomplishment of the portion of the work from which the claim arose, and before final payment by the City, the Consultant has given the City a detailed written statement of each element of cost or other compensation requested and of all elements of additional time required, and copies of any supporting documents evidencing the amount or the extension of time claimed to be due.

D. Dispute Resolution: In the event of a dispute between the City and the Consultant arising of this Agreement, or any obligation hereunder the dispute shall first be referred to the representatives designated by the City and the Consultant to have oversight over the administration of this Agreement. Said representatives shall meet within thirty (30) calendar days of receipt of detailed claim, and the parties shall make a good faith effort to achieve a resolution of the dispute. In the event the parties are unable to resolve the dispute under the procedure set forth above, then the parties hereby agree that the matter shall be referred to mediation. The parties shall mutually agree upon a mediator to assist them in resolving their differences. Any expenses incidental to mediation shall be borne equally by the parties. If either party is dissatisfied with the outcome of the mediation, that party may then pursue any available judicial remedies.

28. **Force Majeure**. Neither party shall be liable to the other or deemed in breach or default for any failure or delay in performance under this Agreement during the time and to the extent its performance is prevented by reasons of Force Majeure. For the purposes of this Agreement, Force Majeure means an occurrence that is beyond the reasonable control of and without fault or negligence of the party claiming force majeure and which, by exercise of due diligence of such party, could not have been prevented or overcome. Force Majeure shall include natural disasters, including fire, flood, earthquake, windstorm, avalanche, mudslide, and other similar events; acts of war or civil unrest when an emergency has been declared by appropriate governmental officials; acts of civil or military authority; freight embargoes; epidemics; pandemics; quarantine restrictions; labor strikes; boycotts; terrorist acts; riots; insurrections; explosions; and nuclear accidents. A party claiming suspension or termination of its obligations due to force majeure shall give the other party prompt written notice of the impediment and its effect on the ability to perform, with such notice to be provided no more than two (2) working days after the force majeure event or reasonable discovery of the event's impact on performance. Failure to provide such notice shall preclude recovery under this provision. Such delay shall cease as soon as practicable

and written notification of same shall be provided. The time of completion shall be extended by Agreement modification for a period of time equal to the time that the results or effects of such delay prevented the delayed party from performing in accordance with this Agreement. Rights Reserved: The City reserves the right to cancel the Agreement and/or purchase materials, equipment or services from the best available source during the time of force majeure, and Consultant shall have no recourse against the City.

29. **Compliance with Laws.** The Consultant in the performance of this Agreement shall comply with all applicable Federal, State or local laws and ordinances, including regulations for licensing, certification and operation of facilities, programs and accreditation, executive proclamations, all applicable Washington Dept. of Labor & Industries (L&I) and Occupational Safety & Health Administration (OSHA) safety standards, and licensing of individuals, and any other standards or criteria as described in the Agreement to assure quality of services. The Consultant specifically agrees to pay any applicable business and occupation (B&O) taxes, which may be due on account of this Agreement.

30. **Severability.** If any term or condition of this Agreement or the application thereof to any person(s) or circumstances is held invalid, such invalidity shall not affect other terms, conditions or applications which can be given effect without the invalid term, condition or application. To this end, the terms and conditions of this Agreement are declared severable.

31. **Notices.** All notices required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been given and received (a) when personally delivered, or delivered by same-day courier; or (b) on the third business day after mailing by registered or certified mail, postage prepaid, return receipt requested; or (c) upon delivery when sent by prepaid overnight express delivery service (e.g., FedEx, UPS); or (d) when sent by email and upon the receipt by the sending party of written confirmation by the receiving party; provided, however, that an automated email confirmation of delivery or read receipt shall not constitute such confirmation. Notices shall be sent to the following addresses:

CITY:
City of Anacortes
Tiffany Matson
904 6th Street
PO Box 547
Anacortes, WA 98221
contracts@anacorteswa.gov

CONSULTANT:
Quality Controls Corporation
James Cross
5015 208th Street, SW, Suite 1-B
Lynnwood, WA 98036
jamesc@quality-controls.com

32. **Governing Law.** This Agreement shall be governed by and construed under the laws of the State of Washington. Any action brought under the Agreement or relating to the Project shall be brought in the Superior Court of the State of Washington in Skagit County Washington.

33. **Survival of Agreement Termination.** The articles relating to Indemnification / Hold Harmless, Taxes, Ownership and Use of Documents, Assistance Regarding Patent and Copyright Infringement, The City's Right to Terminate Agreement, Governing Law, and Disputes, shall survive completion of the services, payment in full of the compensation and termination of this Agreement.

The parties acknowledge that there has been an opportunity to negotiate the terms and conditions of this Agreement and agree to each bind itself, its partners, successors, assigns, and legal representatives to the other party hereto, in respect of all covenants, agreements, and obligations contained in the Contract Documents. Each of the persons signing below on behalf of any party hereby represents and warrants that they are signing with full and complete authority to bind the party on whose behalf of whom they are signing, to each and every term of this Agreement.

CITY OF ANACORTES

QUALITY CONTROLS CORPORATION

By _____

By _____

Date _____

Title _____

Date _____

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Washington State Department of Transportation, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Washington State Department of Transportation to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Washington State Department of Transportation, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Washington State Department of Transportation may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Washington State Department of Transportation may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

AGREEMENT 24-260-SEW-001
EXHIBIT A



QP0001-7 Attachment-A
Associated Scope of Work

October 4, 2024 Quote #: QP0001 – Dream Reports Integration and Development

Estimated tasks associated with the quoted labor costs. To be provided on a time and materials basis and completed as budget allows and as directed by the customer.

Engineering services to be provided under this estimate:

1. Installation of Dream Reports software.
 - Coordinate with Anacortes IT group for server deployment.
 - Installation of Dream Reports Software and licensing.
2. FactoryTalk Historian Maintenance-
 - Remove tags or add nomenclature indicator to all historian tags not in use or outdated.
 - Add descriptor and engineering units for all tags that are used for reporting purposes.
3. Database Integration and connections
 - Link all historian & Op10 tags for reports to dream reports for reporting purposes.
 - Determine eLogger connection compatibility with dream reports.
 - Determine compatibility and integration of CEMDAS with Dream Reports
4. Report Development
 - Determine and implement the best solution for calculating daily totals, plant loading, plant efficiencies, F/M, Calc MCRT, SVI, incinerator lbs/hr and all other report values and store all data back to the historian.
 - Create reports to replace all reports currently generated by Factory Talk Reports including (high priority due to licensing issue & phase out of VantagePoint):
 - i. Plant Daily Report
 - ii. Incinerator Daily Report
 - iii. Pump Station Daily Report
 - iv. Septage Daily Report
 - v. Equipment Run Time Report
 - vi. PS30 Report (Port)
 - vii. PS14 Report (Ferry Terminal)- (NEW! Currently done in Op10- Phase Out)
 - Create reports to replace the DMR report data views from Operator 10

5015 – 208th Street S.W. Unit 1B Lynnwood, Washington 98036
Phone: 425.778.8280 Fax: 425.778.4541
Email: JamesC@Quality-Controls.com

- i. NPDES Report
- ii. General Permit Report

5. Dashboard Development-

- Plant Health- Display SVI, F/M, Calc MCRT, and other parameters ID as important to plant health. Add visual indicators for good, acceptable or needs attention (outside ideal range).
- Incinerator Health- Displays GT DOB, Thickened sludge % solids, Fuel usage, calculated lbs/hr



QUOTATION DETAILS

5015 208th St SW
Suite 1B
Lynnwood, WA 98036
425.778.8280

DATE: July 19, 2024

QUOTED TO:
City of Anacortes
Attn: Corrin Hamburg

FOR: AWWTP Dream
Reports Upgrade

DESCRIPTION	HOURS/QTY	RATE/PRICE	AMOUNT
<u>Software Licenses</u>			
Dream Reports - 250 Tag development and runtime	1.00		\$ 3,926.00
Dream Reports - 5 x Web Clients	1.00		\$ 2,899.00
Dream Reports Annual Maintenance - 1 Year	1.00		\$ 1,228.51
Dream Reports Training	2.00		\$ 4,032.00
Sales Tax	1.00	8.8%	\$ 1,063.53
<i>Total Material/Software</i>			\$ 13,149.04
<u>Materials</u>			
New Materials Costs			\$ -
Credit Materials Costs			\$ -
Material Markup		0%	\$ -
<i>Total Material</i>			\$ -
<u>Labor Estimate - T&M to be provided as requested</u>			
Project Management	24	\$ 190.00	\$ 4,560.00
Controls Engineering	240	\$ 180.00	\$ 43,200.00
Sr. Controls Engineering	200	\$ 195.00	\$ 39,000.00
Instrument Tech/Startup	0	\$ 105.00	\$ -
Shop Labor	0	\$ 80.00	\$ -
<u>Document Clerical</u>	<u>0</u>	<u>\$ 65.00</u>	<u>\$ -</u>
<i>Total Estimated Labor Budget</i>			\$ 86,760.00
SUBTOTAL			\$ 99,909.04
TAX			\$ -
TOTAL			\$ 99,909.04



City Council Agenda Bill

Meeting Date: October 14, **Agenda Item:** 5.d.
2024

Agenda Item Title: Special Event Application: Santa Run

Staff Contact(s): Stephanie Snyder

<u>Approved for Submittal to Council by</u>	<u>Action Type</u>
Stephanie Snyder	Motion
John Coleman	

Item Summary: We would like to host the 4th annual Anacortes Santa Run (5K) on Saturday, December 7, 2024. For the event, we rent the Seafarers Park Building which acts as our official hub and gathering point for the event. The last three years, this has been an amazing community and family event and the energy was palpable. Imagine festive holiday music, warm coffee and hot cocoa, Christmas trees adorned with finish medals that double as ornaments, and a gaggle of Santa's running around Cap Sante Marina as every participant receives a "one size fits all" Santa suit as part of their registration.

Just as we do every year, we will be partnering again with the Anacortes High School cross country team. We will be collecting donations and a portion of each registration will also go towards the XC team. In exchange, they will be providing the volunteers. This partnership has worked extremely well and the volunteer crew has been instrumental in helping to create a fun and safe event for all.

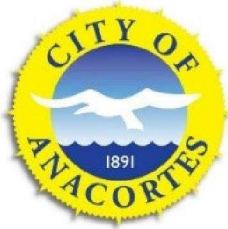
Budget Impact:
0

Previous Action: Approved in 2023

Recommended Motion: Approve

Alternative Actions: Disapprove or modify.

Attachments (listed in order presented):
1. Special Event.Santa Run.City Council Packet



Special Event Application

Per AMC 7.04.040, application shall be filed not less than ninety days in advance of the date on which the event is to occur, if the event requires the closure of any highway or street, any detouring traffic, or any significant impact on city services. Other events not requiring the foregoing are to be filed not less than sixty days in advance of the proposed event. Applicants will be notified when the application is scheduled for consideration by City Council, and will again be notified when City Council either approves or denies the application. Following application approval, applicants will be provided with contact numbers for relevant city departments. Applicants are responsible for contacting individual City departments to request services for the event, such as traffic control, solid waste removal, and food service inspection.

View Anacortes Municipal Code [Chapter 7.04, Special Events](#)

Application

**Application Date ***

9/25/2024

Event Name *

Anacortes Santa Run

Event Type

- ☐ Street Fair / Festival
- ☒ Athletic Event
- ☐ Parade
- ☐ Rally / Demonstration
- ☐ Filming
- ☐ Other identified in AMC 7.04.010

Applicant/Organization Name *

What the Heck LLC

Mailing Address *

2024 L Ave Anacortes, WA 98221

Event Contact Person *

Chad Sage

Event Contact Email *

chadsage4@gmail.com

Event Contact Phone *

425-220-1083

Event Website**Estimated Number of Participants/Attendees ***

400

Event Description *

We would like to host the 4th annual Anacortes Santa Run (5K) on Saturday, December 7, 2024. For the event, we rent the Seafarers Park Building which acts as our official hub and gathering point for the event. The last three years, this has been an amazing community and family event and the energy was palpable. Imagine festive holiday music, warm coffee and hot cocoa, Christmas trees adorned with finish medals that double as ornaments, and a gaggle of Santa's running around Cap Sante Marina as every participant receives a "one size fits all" Santa suit as part of their registration.

Just as we do every year, we will be partnering again with the Anacortes High School cross country team. We will be collecting donations and a portion of each registration will also go towards the XC team. In exchange, they will be providing the volunteers. This partnership has worked extremely well and the volunteer crew has been instrumental in helping to create a fun and safe event for all.

The event will utilize a portion of Seafarers Way, part of the Tommy Thompson Trail and a couple other side streets around Cap Sante Marina as part of our route. The logistics are as follows:

Scheduled for Saturday, 12/7 with a 9:00am start time for the 5k with the last runner finishing around 10:30. One new addition for this year's event is a "Run with Rudolph - Kid's Dash" that will happen at 8:45 just before the main event.

500 participants for the 5K

The following is the course route (course map attached):

- The race starts on Seafarers Way by Seafarers Park.
- Runners will run west on Seafarers Way and will turn left (south) on the TTT.
- Run south on TTT and then turn around close to the restrooms.
- Head north on TTT and turn right (east) on 9th St
- Left (north) on Market St.
- Right (east) on 6th St
- Right (south) on T Ave
- Runners will head out to the gazebo.
- On their way back, runners will turn left just prior to the Anacortes Yacht Club and run along the shoreline of Cap Sante Marina.
- Runners will follow the shoreline until they get back to Seafarers Way.
- They will turn left (east) on Seafarers Way where they will head back to the finish line which is the same location as the finish line.

The route requires the closure of just the north lane of Seafarers Way during our Run with Rudolph Kids Dash from 8:45-9:00 and the mass start for the 5K from 9:00-9:15. We will manage incoming and outgoing traffic in the south lane of Seafarers Way for that 30 minutes using flaggers. This also means that we would be using a portion of TTT and other sidewalks around the Cap Sante Marina, understanding that we will be sharing with other users.

Will food vendors participate in this event? *

All Food Vendors must be inspected by the Fire Marshall on site prior to the start of the event.

☐ Yes ☒ No

Date Event Starts *

12/7/2024

Time Event Starts *

8:45:00 AM

Date Event Ends *

12/7/2024

Time Event Ends *

10:30:00 AM

Date Street Closure Starts *

Include requested closures before and after the event hours if required for set up and tear down.

12/7/2024

Time Street Closure Starts *

8:45:00 AM

Date Street Closure Ends *

12/1/2024

Time Street Closure Ends *

9:15:00 AM

Event Location *

List end points of each street that will be closed (e.g. 6th Street from O Ave to Q Ave). Also include location and dimensions of any structures that will be erected and locations of the event that will not be on city street right of way.

The end points where we would like to close are Seafarers Way between Q Ave and Seafarers Park. However, we are only looking to close down the north lane and manage traffic to/from Thrive on the south lane using flaggers.

Parking Location

List any public parking areas that the event requests to use for dedicated event parking, including handicapped parking.

Runners will be able to park anywhere along Seafarers Way, the ESD and NW Career Technical Academy parking lots, which are both not being utilized Saturday morning's.

Event Map (optional)

Upload one or more maps of the event

Course Map w_ Logo &
Directional Arrows.pdf 79.59KB

Indemnification Agreement *

Upload scan of SIGNED indemnification agreement

Special Event Indemnification
Agreement-signed 2024.pdf 50.45KB

Download the Indemnification Agreement [here](#).

Signage

Street closure signs will be provided by the City of Anacortes. Applicants must contact City staff one week prior to the event to arrange sign delivery. Event sponsor personnel are responsible for placing street closure signs, which may not be posted more than 72 hours prior to the approved closure, must be removed immediately following the event, and must be returned to city staff the first business day following the event.

Insurance

The applicant is required to provide public liability insurance subject to the provisions of AMC 7.04.100 unless the applicant can demonstrate that the event meets an exemption in that section. Applicants will be notified following application approval of insurance requirements for the specific event.

Electronic Signature Agreement

By checking the "I agree" box below, you agree and acknowledge that 1) your application will not be signed in the sense of a traditional paper document, 2) by signing in this alternate manner, you authorize your electronic signature to be valid and binding upon you to the same force and effect as a handwritten signature, and 3) you may still be required to provide a traditional signature at a later date.

I state that I am over the age of 18, that I agree to assume responsibility for the above-described event and to abide by all conditions stipulated by the approval of the application. *

☒ Yes

Signature

Chad Sage

Admin Review

Council Meeting Date *

Target date for presentation to City Council; no later than 30 days prior to event

10/14/2024

Staff Review Deadline *

Staff review/approval required no later than 7 days prior to City Council meeting to allow packet preparation

10/7/2024

Administrator comments and conditions of approval

WCIA recommends a requirement that a first aid station be available for all athletic events. We have not required this previously. Please require a first aid station element with approval. Thanks! Stephanie



Insurance Certificate

Insurance certificate may be required by staff or as a condition of Council approval

Departmental Review



Building Department will provide the following services for this event:

Building Department concerns, objections, or conditions of approval *

None

Fire Department will provide the following services for this event:

Fire Department concerns, objections, or conditions of approval *

None

Parks Department will provide the following services for this event:

Parks Department concerns, objections, or conditions of approval *

None

Police Department will provide the following services for this event:

regular police patrols

Police Department concerns, objections, or conditions of approval *

None

Public Works Department will provide the following services for this event:

Public Works Department concerns, objections, or conditions of approval *

None

Departmental attachments

Upload any staff memos, guidelines, or requirements that will be in effect for this event.

City Council Decision

City Council Decision *

☐ Approved ☐ Approved with conditions ☐ Denied

City Council Decision Date *

Conditions of Approval

WebClient Path

Submit

by Anonymous User 9/25/2024 5:41:01 PM (Submit Form)

Route to Department H...

by Stephanie Snyder 9/26/2024 3:37:51 PM (Admin Review)

■ WCIA recommends a requirement that a first aid station be available for all athletic events. We have not required this previously. Please require a first aid station element with approval. Thanks! Stephanie

- The task was assigned to Stephanie Snyder 9/25/2024 5:41:02 PM

Approve

by Brandon Lowry 9/27/2024 7:48:34 AM (Public Works Review)

- The task was assigned to Wil Ludemann, Brandon Lowry, Shelly Jensen. The due date is: October 7, 2024 5:00 PM 9/26/2024 3:37:52 PM
- Brandon Lowry assigned the task to Brandon Lowry 9/27/2024 7:48:23 AM

Approve

by Jonn Lunsford 9/26/2024 3:51:00 PM (Parks Director Review)

- The task was assigned to Jonn Lunsford. The due date is: October 7, 2024 5:00 PM 9/26/2024 3:37:52 PM

Approve

by Chris Fuller 9/26/2024 4:17:19 PM (Police Chief Review)

- The task was assigned to Chris Fuller. The due date is: October 7, 2024 5:00 PM 9/26/2024 3:37:53 PM

Approve

by Bill Harris 10/2/2024 8:34:07 AM (Fire Marshall Review)

- The task was assigned to Bill Harris. The due date is: October 7, 2024 5:00 PM 9/26/2024 3:37:53 PM
- Email was sent for reminder "Task Reminder" 10/1/2024 3:37:53 PM

Approve

by John Coleman 9/27/2024 1:30:29 PM (Building Department Review)

- The task was assigned to John Coleman. The due date is: October 7, 2024 5:00 PM 9/26/2024 3:37:54 PM

Staff Review Complete

by Stephanie Snyder 10/1/2024 1:34:31 PM (Admin Monitoring)

- The task was assigned to Stephanie Snyder. The due date is: October 7, 2024 5:00 PM 9/26/2024 3:37:54 PM



SPECIAL EVENT INDEMNIFICATION AGREEMENT

The undersigned applicant, by signing below, certifies that the applicant is the authorized officer of the sponsoring organization and agrees as follows:

Pursuant to Anacortes Municipal Code Title 7.04.090, the undersigned applicant agrees to defend, indemnify and hold the City of Anacortes, its agents, employees and officers, harmless from any and all claims, injuries, suits, damages, losses, demands and judgments including the attorneys' fees and other costs of their defense, arising out of in whole or in part, the activities, omissions or appliances of the applicant, their employees, agents, volunteers or otherwise, except any claims arising from the sole negligence of the City. The applicant further agrees to comply with all provisions of pertinent laws, rules and regulations, and agrees that any failure to so comply may lead to revocation of an applicant's permit. This Indemnification Agreement constitutes substantial adequate consideration in return for the City's issuance of a special event permit.

Date: 9-25-24

Chad Sage - Race Director
Name and Title - Printed


Signature

Name and Title - Printed

Signature





City Council Agenda Bill

Meeting Date: October 14, **Agenda Item:** 6.a.
2024

Agenda Item Title: 2024-2029 Capital Facilities Plan Amendment

Staff Contact(s): STEVE HOGLUND

<u>Approved for Submittal to Council by</u>	<u>Action Type</u>
Greg Francioch	Public Hearing
Steve Hoglund	

Item Summary: A Capital Facilities Plan (CFP) amendment will be made for the 2025 budget. WAC 365-196-415 directs that the Capital Facilities Element of the comp plan be updated at least every 2 years, and a full CFP was developed and approved for FY 2024. After discussion with Planning personnel staff felt it made sense to make an amendment for FY 2025, as a full Comp Plan update is currently underway, and will be adopted for FY 2026, which may significantly change some departments' capital needs and projections, which can then be adopted in the next CFP update, and allow an abbreviated CFP update for FY 2025.

The CFP amendment review will be conducted in 2 sessions. The first session at the October 7th meeting consisted of:

- Fiber
- Fire
- General Government
- Public Works Ops
- Public Works Transportation.

The 2nd session at the October 14th meeting will consist of:

- Parks
- Storm Utility
- Water Utility
- Wastewater Utility

Budget Impact:

\$15,809,678

Previous Action: Ordinance 4066 adopting 2024-2029 CFP December 18, 2023;
Ordinance 4084 amending 2024-2029 CFP August 5th 2024.

Recommended Motion: NA at this time.

Alternative Actions: NA

Attachments (listed in order presented):

1. Nichols_ CFP Update public comments
2. Chitwood_ CFP Update public comments
3. 2025 CFP Amendment - 10.14.2024

Linda Nichols
818 34th Street
Anacortes, WA 98221
lin.nichols@yahoo.com

September 30, 2024

Mayor Matt Miller & Anacortes City Council
P.O. Box 547
Anacortes, WA 98221

Dear Mayor Miller and Anacortes City Councilpersons,

RE: Capital Facilities Plan Update – 32nd Street Pedestrian Crossing

I urge you to approve the Public Works/Traffic Safety Committee's CFP update that includes a pedestrian crossing on 32nd Street near Storvik Park. The lack of a central crosswalk is a severe safety issue and the current crosswalks at M Avenue and Commercial Avenue aren't adequate to support the crossings in that corridor. Much of the traffic seems to think they are still on or already on Hwy 20 and are trying to get to highway speed in the three short blocks between M and Commercial. Given that there are many jaywalkers at all times of day (particularly seniors who live across from the park that don't have the stamina to get to existing crosswalks AND enjoy our beautiful park) this area seems like a tragic accident waiting to happen.

From a personal point of view, it appears crossing to the park is getting even more dangerous due to increased resident street parking which reduces visibility both for the jaywalker and the drivers. I've also noticed lack of clarity for some drivers on lane designations near Commercial Avenue and am hoping the crosswalk would remind drivers that 32nd St is not a four-lane highway.

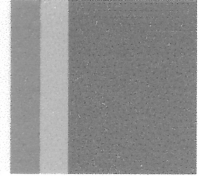
Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Linda Nichols", written in a cursive style.

Linda Nichols

Virginia Chitwood
1111 - 32nd Street, Apt #45
Anacortes, WA 98221
philgin29@yahoo.com



September 30, 2024

Mayor Miller and Anacortes City Councilpersons:
P.O. Box 547
Anacortes, WA 98221

Dear Mayor Miller and Anacortes City Councilpersons:

I am thrilled to learn that the City of Anacortes Traffic Safety Committee has added a Storvik Park / 32nd Street Pedestrian Crossing project to the city's Capital Facilities Plan. Along with many of my neighbors in Cap Sante Court, I cross 32nd Street multiple times daily and appreciate knowing it we could soon have a safer crossing. As a senior, trekking to current crosswalks is an endeavor that limits my ability to enjoy the beauty of Storvik Park.

I urge you to approve an improvement project within the next Capital Facilities Plan budget cycle. The lack of a central crosswalk is a severe safety issue for residents on the south side of 32nd Street that wish to access Storvik Park. I see many jaywalkers and the crossings are harrowing due to speed of traffic and lack of lane lines between M and Commercial Avenues.

Sincerely,

Virginia Chitwood



2025 CFP Amendment part two - 10/14/2024

PARKS - page 1

Parks					
	2024	2025	Amended 2025	2025 Change	
Total	\$ 1,695,000	\$ 2,400,000	\$ 1,820,000	\$ (580,000)	
Total Funding	\$ 1,695,000	\$ 2,400,000	\$ 1,820,000		
Funding Source					
Taxes					
Reet	\$ 250,000	\$ 300,000	\$ 240,000		
Utility Tax					
Impact Fees					
Grants	\$ 400,000	\$ 650,000	\$ 770,000		
Rates/User Fees					
Contributions	\$ 450,000	\$ 800,000	\$ 750,000		
Fund Balance/Reserves	\$ 595,000	\$ 650,000	\$ 60,000		
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
Parks - Depot Plaza Expansion	\$ -	\$ -	\$ 300,000	\$ 300,000	see project data sheet
Parks - Heart Lake Shoreline Restoration	\$ -	\$ -	\$ 150,000	\$ 150,000	see project data sheet
Parks - Little Cranberry Lake Shoreline	\$ 20,000	\$ -	\$ 20,000	\$ 20,000	see project data sheet
Parks - Parks Infrastructure	\$ 50,000	\$ 50,000	\$ 25,000	\$ (25,000)	see project data sheet
Parks - Planning Design for the Tommy Thompson Trestle and Causeway Replacement	\$ 350,000	\$ -	\$ 350,000	\$ 350,000	see project data sheet
Parks - Q'elech'ilhch Park Improvements	\$ 10,000	\$ -	\$ 15,000	\$ 15,000	see project data sheet
Parks - Ship Harbor Wetland Interpretive Trail	\$ 250,000	\$ -	\$ 25,000	\$ 25,000	see project data sheet
Parks - Pickleball Infrastructure	\$ -	\$ -	\$ 75,000	\$ 75,000	see project data sheet
Parks - Senior Center Improvements	\$ 55,000	\$ -	\$ 60,000	\$ 60,000	see project data sheet
Parks - Storvik Park Sand Volleyball Courts	\$ -	\$ -	\$ 100,000	\$ 100,000	see project data sheet
Parks - Skate Park Restroom and Parking Lot	\$ -	\$ -	\$ 700,000	\$ 700,000	see project data sheet

PARKS - page 2

Parks					
	2024	2025	Amended 2025	2025 Change	
Total	\$ 1,695,000	\$ 2,400,000	\$ 1,820,000	\$ (580,000)	
Total Funding	\$ 1,695,000	\$ 2,400,000	\$ 1,820,000		
Funding Source					
Taxes					
Reet	\$ 250,000	\$ 300,000	\$ 240,000		
Utility Tax					
Impact Fees					
Grants	\$ 400,000	\$ 650,000	\$ 770,000		
Rates/User Fees					
Contributions	\$ 450,000	\$ 800,000	\$ 750,000		
Fund Balance/Reserves	\$ 595,000	\$ 650,000	\$ 60,000		
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
Parks - Bicycle and Pedestrian Connections	\$ -	\$ 50,000	\$ -	\$ (50,000)	pushed to future year
Parks - Heart Lake Improvements	\$ -	\$ 700,000	\$ -	\$ (700,000)	moved to shoreline restoration
Parks - Pocket Park Construction	\$ -	\$ 150,000	\$ -	\$ (150,000)	pushed to future year
Parks - Volunteer Field Improvement	\$ -	\$ 800,000	\$ -	\$ (800,000)	pushed to future year
Parks - Washington Park Campground Improvements	\$ -	\$ 50,000	\$ -	\$ (50,000)	pushed to future year
Parks - West Side Park	\$ -	\$ 600,000	\$ -	\$ (600,000)	pushed to future year
Parks - Guemes Channel Trail EIS	\$ 400,000	\$ -	\$ -	\$ -	no change
Parks - Cap Sante Eastside Summit Trail Improvement	\$ 10,000	\$ -	\$ -	\$ -	no change
Parks - Cap Sante Lookout Improvements	\$ 250,000	\$ -	\$ -	\$ -	no change
Parks - Depot Pavilion Planning	\$ 50,000	\$ -	\$ -	\$ -	no change
Parks - Shannon Point Trail	\$ 50,000	\$ -	\$ -	\$ -	no change
Parks - James Rice Civic Park Improvements	\$ 20,000	\$ -	\$ -	\$ -	no change
Parks - Replace Parks Grandview Cemetery Office	\$ 20,000	\$ -	\$ -	\$ -	no change
Parks - Storvik Park small courts makeover	\$ 100,000	\$ -	\$ -	\$ -	no change
Parks - Trail Improvement Projects	\$ 60,000	\$ -	\$ -	\$ -	no change

Depot Plaza Expansion



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: **Parks Trails Recreation**



Project Title: **Depot Plaza Expansion**

Location: **611 R Avenue (Depot Arts Community Center)**

Description: The City was recently awarded a grant from Skagit County through their economic development program to extend the depot plaza south of its current location to accommodate Farmer's Market expansion and other community events. The plan is to build the plaza on the east side of the WT Preston and replicate the current depot plaza in style and utility with water and electrical connections.

Justification: The Anacortes Farmers Market is a proven success. Over 70,000 visitors a year come to the Market to enjoy its 150 vendors. Of those 150 vendors, 107 are from Skagit Valley bringing important produce, agricultural products and crafts to sell. The Market is out growing the current facilities. This is a main driver in our goal to expand. The last time we expanded the plaza for the Market

In Previous CFP? **Yes** Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: **The nature has changed from a planning proposal to the current plaza expansion plan.**

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$300,000						\$300,000
Totals	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$50,000						\$50,000
Utility Tax							\$0
Impact Fees							\$0
Grants	\$250,000						\$250,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000

2025 Amendment

Heart Lake Shoreline Restoration



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: **Parks Trails Recreation**



Project Title: **Heart Lake Shoreline Restoration**

Location: **Heart Lake Parking Lot**

Description: This improvement has recreational, conservation and transportation elements in its design. Once the path from 41st Street to the forestlands is constructed along "H" Avenue, it will create an important link to the community forest lands. A 2010 Heart Lake master plan was developed to make improvements that would amplify the benefits from this 41st Street connection by improving amenities at Heart Lake. These include a major redesign of the parking lot to better organize the parking and replace gravel with native plantings. A new boat launch, dock and pit toilet system are part of this plan.

Justification: The City applied for a grant with the Recreation and Conservation Office (RCO) through the Aquatic Lands Enhancement Account (ALEA) and is waiting for the end of the 2025 Legislative session to see if we have funding for this project.

In Previous CFP? **Yes** Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: **None**

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$150,000	\$500,000	\$450,000				\$1,100,000
Totals	\$150,000	\$500,000	\$450,000	\$0	\$0	\$0	\$1,100,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET		\$100,000	\$100,000				\$200,000
Utility Tax							\$0
Impact Fees							\$0
Grants	\$100,000	\$400,000					\$500,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance	\$50,000		\$350,000				\$400,000
Totals	\$150,000	\$500,000	\$450,000	\$0	\$0	\$0	\$1,100,000

2025 Amendment

Little Cranberry Lake Shoreline Improv.



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City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

The project could possibly add a float approximately 60 to 70SF in size and/or a kayak chute to help people launch their vessel without falling. This would be on the west side of shore near the dam. On east side, the shoreline is currently eroded by those seeking access to the water for themselves or their dogs. Staff is interested in replanting approximately 80 liner feet of shoreline. A site could be chosen on this shoreline for a hardened surface, likely made of gravel and wood, to allow a step down into the lake or onto a small dock in the water.

Justification:

This work would address the shoreline degradation occurring at the north end of the lake near the dam and offer better access to the general public and those with restricted mobility.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Potentially adding a platform or small dock on the east shore for access.

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$20,000						\$20,000
Totals	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants	\$10,000						\$10,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance	\$10,000						\$10,000
Totals	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000

2025 Amendment

Parks Infrastructure



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City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$25,000		\$50,000		\$50,000		\$125,000
Totals	\$25,000	\$0	\$0	\$0	\$50,000	\$0	\$125,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$25,000		\$50,000		\$50,000		\$125,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$25,000	\$0	\$50,000	\$0	\$50,000	\$0	\$125,000

2025 Amendment

Thompson Trail Trestle Feas. Proj.



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City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: **Parks Trails Recreation**



Project Title: **Thompson Trail Trestle Feasibility Project**

Location: **Thompson Trail**

Description: **A grant from the Recreation and Conservation Office was approved for this project in 2020. We have matching funds from the State Department of Natural Resources and the Samish Indian Nation. We are working with various state agencies and the Samish Indian Nation on a feasibility study for the removal and replacement of the trestle and causeway of the Tommy Thompson Trail. The work will start at Weaverling Spit and go east to March Point.**

Justification: **The current trestle and causeway limit the normal tidal flow of Fidalgo Bay potentially limiting eel grass beds and salmon habitat. We are creating a feasibility study to analyze removal of the 700+ creosote piles that are now make up the trestle. We expect that more pilings are buried in the stone causeway. Removal of the creosote and the rip rap that makes up the causeway will take away a source of pollution and open up the bay for better tidal flow to improve habitat for feeder fish and juvenile salmon populations. The goal is to build a trail that is better for the bay, is not flammable, and can withstand projected sea level rise and storm surge.**

In Previous CFP? **Yes** Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: **Funding is now in place for the study.**

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$350,000						\$350,000
Totals	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants	\$350,000						\$350,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000

2025 Amendment

Q'elech'ilhch Park Improvements



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City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: **Parks Trails Recreation**



Project Title: **Parks - Q'elech'ilhch Park Improvements**

Location: **N Avenue and Third Street**

Description: This project is a collaboration with the Samish Nation to rename the park and place interpretive signs and continue the renovations. The park is also partially owned by the Port of Anacortes. All parties are collaborating on the renovation but we are currently waiting on the ongoing clean up project that the Port and Department of Ecology are engaged in on site.

Justification: The park is growing in popularity and use and was renamed Q'elech'ilhch Park (translated to Ironwoods) after the Samish village on Guemes and Fidalgo Island in this vicinity

In Previous CFP? **Yes** Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

none

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$15,000						\$15,000
Totals	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$15,000						\$15,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000

2025 Amendment

Ship Harbor Wetland Interpretive Trail



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: **Parks Trails Recreation**



Please limit responses to size of box

Project Title: **Ship Harbor Wetland Interpretive Trail**

Location: **Ship Harbor**

Description: **The SHIP trail was recently damaged in December 2022 during the King Tides when a 100+ foot section was undermined by the tide. We have started planning for the repair of this section of trail. We are working with an engineering firm, biologist and permitting agencies to prepare designs for the repair and possible connection to the Washington State Ferry Terminal.**

Justification: **We expect that due to the complexity of the project and the ecological benefits of repairing a trail to protect the new wetlands, this should be eligible for grant opportunities. Our goal is to get the project to 15% development drawings so we can pursue funding for additional construction drawings and grant application.**

In Previous CFP? **Yes** Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: **Additional elements have added to prepare for grant applications**

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$25,000	\$750,000					\$775,000
Totals	\$25,000	\$750,000	\$0	\$0	\$0	\$0	\$775,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$25,000	\$300,000					\$325,000
Utility Tax							\$0
Impact Fees							\$0
Grants		\$450,000					\$450,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$25,000	\$750,000	\$0	\$0	\$0	\$0	\$775,000

2025 Amendment

Pickleball Infrastructure



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$75,000						\$75,000
Totals	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$75,000						\$75,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000

2025 Amendment

Senior Activity Center Improvements



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$60,000						\$60,000
Totals	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants	\$60,000						\$60,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000

2025 Amendment

Storvik Park Sand Volleyball Courts



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: **Parks Trails Recreation**



Please limit responses to size of box

Project Title: **Storvik Park Sand Volleyball Courts**

Location: **Storvik Park**

Description: **The small courts area in the NW corner of Storvik Park is slated to be repaired and replaced with sand volleyball courts. This need was identified at a community meeting and subsequently reviewed by the Parks and Recreation Advisory Commission.**

Justification: **The City lacks outdoor volleyball and sand volley ball in particular in its current infrastructure. This facility has been requested by user groups and Storvik Park has existing infrastructure to support this use.**

In Previous CFP? **Yes** Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: **This was not completed in 2024 as originally intended because the user group defined the need as 2 courts instead of 1.**

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$100,000						\$100,000
Totals	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$50,000						\$50,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions	\$50,000						\$50,000
Fund Balance							\$0
Totals	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000

2025 Amendment

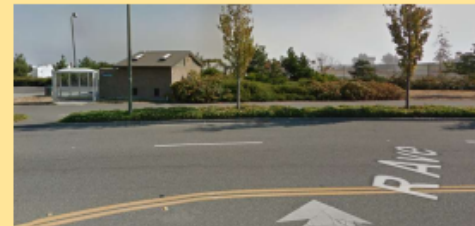
Skate Park Restroom and Parking Lot



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: Parks Trails Recreation



Please limit responses to size of box

Project Title: Skate Park Restroom and Parking Lot

Location: Ben Root Skate Park

Description: The Ben Root Skate Park was recently rebuilt featuring a pump track thanks to the generosity of community members and organizations. The facility lacks adequate parking and a new restroom.

Justification: The city is in discussions with an adjacent developer to remove the existing Thompson Trail parking and restroom and rebuild it on site of the newly improved skate park to better serve the needs of those users.

In Previous CFP? Yes Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: This addition would complete the skate park improvement project. The initial stage of rebuilding the skate park was completed in 2024.

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$700,000						\$700,000
Totals	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions	\$700,000						\$700,000
Fund Balance							\$0
Totals	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000

2025 Amendment

STORM

Storm					
	2024	2025	Amended 2025	2025 Change	
Total	\$ 530,000	\$ 591,000	\$ 731,000	\$ 140,000	
Total Funding	\$ 530,000	\$ 591,000	\$ 731,000		
Funding Source					
Taxes					
Reet					
Utility Tax					
Impact Fees					
Grants					
Rates/User Fees	\$ 530,000	\$ 591,000	\$ 731,000		
Contributions					
Fund Balance/Reserves					
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
Storm - Storm System Restoration and Upgrades	\$ 220,000	\$ 231,000	\$ 231,000	\$ -	see project data sheet
Storm - Fidalgo Bay Road Flood Mitigation	\$ -	\$ -	\$ 250,000	\$ 250,000	see project data sheet
Storm - MJB Hard pipe and outfall	\$ -	\$ -	\$ 250,000	\$ 250,000	see project data sheet
Storm - F4 Basin Capacity Improvements - R Ave Vicinity	\$ 50,000	\$ 310,000	\$ -	\$ (310,000)	moved to future year
Storm - Outfall Evaluation and Rehabilitations	\$ -	\$ 50,000	\$ -	\$ (50,000)	moved to future year
Storm - Inspection Vehicle	\$ 60,000	\$ -	\$ -	\$ -	no change
Storm - Stormwater Comprehensive Plan Update	\$ 200,000	\$ -	\$ -	\$ -	no change

Restoration and Upgrades



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: Storm Drain System

Insert and Resize Picture Here



Project Title: Storm System Restoration and Upgrades

Location: Throughout the city

Description: Various projects to restore and upgrade the storm system, including: storm pond cleaning, repair, and fencing; storm pipe and outfall reconstruction; separation of combined storm/sanitary sewer systems; conveyance capacity improvement; trash rack installation; and water quality improvement, including storm swale and pond retrofitting.

Justification: Keep storm system functioning as needed

In Previous CFP? Yes Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

No change

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$231,000	\$200,000	\$200,000	\$200,000	\$200,000		\$1,031,000
Totals	\$231,000	\$200,000	\$200,000	\$200,000	\$200,000	\$0	\$1,031,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$231,000	\$200,000	\$200,000	\$200,000	\$200,000		\$1,031,000
Debt							\$0
Fund Balance							\$0
Totals	\$231,000	\$200,000	\$200,000	\$200,000	\$200,000	\$0	\$1,031,000

2025 Amendment

Fidalgo Bay Road Flood mitigation



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: Storm Drain System



Project Title: Fidalgo Bay Road Flood Mitigation

Location: Fidalgo Bay Road & Samish RV Park

Description: During rain events Fidalgo Bay road floods due to stormwater capacity.

Justification: To keep Fidalgo Bay Road open during rain events and reduce the risk of vehicle accidents.

In Previous CFP? No Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$250,000						\$250,000
Totals	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$250,000						\$250,000
Debt							\$0
Fund Balance							\$0
Totals	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000

2025 Amendment

MJB Hard Pipe and Outfall



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: Storm Drain System

Insert and Resize Picture Here



Project Title: MJB Hard pipe and outfall

Location: Q AVE & 17th St

Description: Hard pipe the ditch coming off of O AVE in the easement on MJB. Lowering the outfall to make room for the trail.

Justification: Lowering the outfall will facilitate the continuation of the trail along the shoreline, eliminating the need for a bridge. Additionally, if the ditch isn't properly piped, city storm crews won't be able to access it for maintenance once MJB develops the site.

In Previous CFP? No Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$250,000						\$250,000
Totals	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$250,000						\$250,000
Debt							\$0
Fund Balance							\$0
Totals	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000

2025 Amendment

WASTEWATER - page 1

Wastewater					
	2024	2025	Amended 2025	2025 Change	
Total	\$ 11,631,000	\$ 6,735,000	\$ 10,735,000	\$ 4,000,000	
Total Funding	\$ 11,631,000	\$ 6,735,000	\$ 10,735,000		
Funding Source					
Taxes					
Reet					
Utility Tax					
Impact Fees					
Grants					
Rates/User Fees	\$ 11,631,000	\$ 6,735,000	\$ 10,735,000		
Contributions					
Fund Balance/Reserves					
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
Wastewater - Collections: Pump Station #16 Upgrade	\$ 2,000,000	\$ -	\$ 1,855,000	\$ 1,855,000	see project data sheet
Wastewater - Collections: Pump Station Ongoing Upgrades	\$ 375,000	\$ 400,000	\$ 400,000	\$ -	see project data sheet
Wastewater - Collections: System Maintenance/Inflow and Infiltration Reduction	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ -	see project data sheet
Wastewater - Plant: Admin building expansion	\$ 676,000	\$ -	\$ 820,000	\$ 820,000	see project data sheet
Wastewater - Plant: Construct New CSO Pump Station	\$ 4,500,000	\$ -	\$ 4,500,000	\$ 4,500,000	see project data sheet
Wastewater - Plant: Covered Storage for North Pad	\$ 170,000	\$ -	\$ 150,000	\$ 150,000	see project data sheet
Wastewater - Plant: Emergent Maintenance and Repair Projects	\$ 375,000	\$ 400,000	\$ 400,000	\$ -	see project data sheet
Wastewater - Plant: Nutrient Removal Evaluation and Upgrades	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	see project data sheet
Wastewater - Plant: Purchase Administrative commuter vehicle	\$ -	\$ 50,000	\$ 50,000	\$ -	see project data sheet
Wastewater - Plant: Replace #1 Aeration Blower with Efficient Hybrid	\$ -	\$ 200,000	\$ 200,000	\$ -	see project data sheet
Wastewater - Plant: Replace Aeration Basin #2 Diffusers	\$ 250,000	\$ -	\$ 250,000	\$ 250,000	see project data sheet
Wastewater - Plant: Replace Aeration Basin Recirculation Pumps	\$ -	\$ 250,000	\$ 80,000	\$ (170,000)	see project data sheet
Wastewater - Plant: Replace Dewatering Pump	\$ -	\$ 150,000	\$ 150,000	\$ -	see project data sheet
Wastewater - Plant: Replace Incinerator Preheat Unit	\$ -	\$ 300,000	\$ 200,000	\$ (100,000)	see project data sheet
Wastewater - Plant: Replace polymer pump skids	\$ -	\$ -	\$ 80,000	\$ 80,000	see project data sheet

WASTEWATER - page 2

Wastewater					
	2024	2025	Amended 2025	2025 Change	
Total	\$ 11,631,000	\$ 6,735,000	\$ 10,735,000	\$ 4,000,000	
Total Funding	\$ 11,631,000	\$ 6,735,000	\$ 10,735,000		
Funding Source					
Taxes					
Reet					
Utility Tax					
Impact Fees					
Grants					
Rates/User Fees	\$ 11,631,000	\$ 6,735,000	\$ 10,735,000		
Contributions					
Fund Balance/Reserves					
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
Wastewater - Plant: Addition of Denitrification Zone Mixers	\$ -	\$ 350,000	\$ -	\$ (350,000)	moved to future year
Wastewater - Plant: Basin Rehabilitation	\$ -	\$ 250,000	\$ -	\$ (250,000)	moved to future year
Wastewater - Plant: Biosolids Handling Alternative	\$ -	\$ 200,000	\$ -	\$ (200,000)	moved to future year
Wastewater - Plant: Influent Pumping Upgrade	\$ -	\$ 825,000	\$ -	\$ (825,000)	moved to future year
Wastewater - Plant: Rebuild Belt Filter Press	\$ -	\$ 330,000	\$ -	\$ (330,000)	moved to future year
Wastewater - Plant: Replace #2 aeration blower with efficient hybrid	\$ -	\$ 300,000	\$ -	\$ (300,000)	moved to future year
Wastewater - Plant: Replace Bar Screens and upgrade grit handling system	\$ -	\$ 60,000	\$ -	\$ (60,000)	moved to future year
Wastewater - Plant: Septage Handling Facility Upgrade	\$ -	\$ 450,000	\$ -	\$ (450,000)	moved to future year
Wastewater - Collections: General Sewer plan	\$ 500,000	\$ 500,000	\$ -	\$ (500,000)	no longer in plan
Wastewater - Plant: Re-roof The Solids Handling Building	\$ -	\$ 40,000	\$ -	\$ (40,000)	moved to PW - Operations
Wastewater - Plant: Re-roof the WWTP Secondary Building	\$ -	\$ 50,000	\$ -	\$ (50,000)	moved to PW - Operations
Wastewater - Plant: Re-roof WWTP Head Works Building	\$ -	\$ 30,000	\$ -	\$ (30,000)	moved to PW - Operations
Wastewater - Plant: Addition of Aeration Basin Zone Actuators	\$ 150,000	\$ -	\$ -	\$ -	no change
Wastewater - Plant: Purchase UTV service vehicle	\$ 40,000	\$ -	\$ -	\$ -	no change
Wastewater - Plant: Recoat Clarifier Steelworks	\$ 300,000	\$ -	\$ -	\$ -	no change
Wastewater - Plant: Replace Admin Building Boiler and controls	\$ 170,000	\$ -	\$ -	\$ -	no change
Wastewater - Plant: Upgrade SCADA with Dashboarding Capabilities	\$ 125,000	\$ -	\$ -	\$ -	no change
Wastewater - Collections: Pump Station #3 Rehabilitation	\$ 150,000	\$ -	\$ -	\$ -	no change
Wastewater - Collections: Pump Station #4 rehabilitation	\$ 250,000	\$ -	\$ -	\$ -	no change

Pump Station #16 Upgrade



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$1,855,000						\$1,855,000
Totals	\$1,855,000	\$0	\$0	\$0	\$0	\$0	\$1,855,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$1,855,000	\$0	\$0	\$0	\$0	\$0	\$1,855,000
Debt							\$0
Fund Balance							\$0
Totals	\$1,855,000	\$0	\$0	\$0	\$0	\$0	\$1,855,000

2025 Amendment

Pump Stations Ongoing Upgrades



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$400,000	\$450,000	\$500,000	\$550,000	\$600,000	\$650,000	\$3,150,000
Totals	\$400,000	\$450,000	\$500,000	\$550,000	\$600,000	\$650,000	\$3,150,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$400,000	\$450,000	\$500,000	\$550,000	\$600,000	\$650,000	\$3,150,000
Debt							\$0
Fund Balance							\$0
Totals	\$400,000	\$450,000	\$500,000	\$550,000	\$600,000	\$650,000	\$3,150,000

2025 Amendment

Inflow and Infiltration Reduction



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$9,000,000
Totals	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$9,000,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$9,000,000
Debt							\$0
Fund Balance							\$0
Totals	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$9,000,000

2025 Amendment

Administration Building Expansion



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

The WWTP needs additional administrative space. Without remodeling the entire building or compromising valuable plant footprint space, the most cost-effective solution is the addition of 1056 square feet of space on the NE corner of the building, 300 square feet on the SW corner, and the remodeling of the roofline to accommodate. This expansion will provide a needed meeting space, two necessary offices for Supervisors, a dedicated SCADA control room, and one additional office for future staffing needs. The additional Supervisor office space will in turn free up 25% more laboratory space which will absolutely be needed in the coming years for additional analytical bandwidth. Engineering is nearly complete and ready for bid.

Justification:

Keep up with department and facility requirements

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Design is complete and permit is in process. 1300ft2 addition preserves future process expansions, increases laboratory space by 25%, and creates Supervisory office space and meeting space. New energy code adopted in 2024 has increased overall project costs, but design decisions have been based on minimizing cost per square foot. Construction cost estimate has been revised following engineering.

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$820,000						\$820,000
Totals	\$820,000	\$0	\$0	\$0	\$0	\$0	\$820,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$820,000	\$0	\$0	\$0	\$0	\$0	\$820,000
Debt							\$0
Fund Balance							\$0
Totals	\$820,000	\$0	\$0	\$0	\$0	\$0	\$820,000

2025 Amendment

New CSO Pump Station



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$4,500,000						\$4,500,000
Totals	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000
Contributions							\$0
Fund Balance							\$0
Totals	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000

2025 Amendment

Storage & Biosolids Loadout for N. Pad

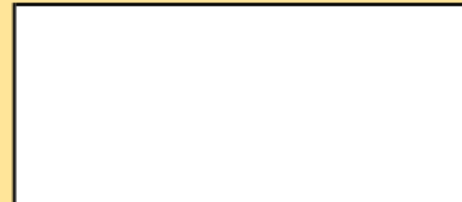


ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$150,000	\$100,000					\$250,000
Totals	\$150,000	\$100,000	\$0	\$0	\$0	\$0	\$250,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$150,000	\$100,000	\$0	\$0	\$0	\$0	\$250,000
Contributions							\$0
Fund Balance							\$0
Totals	\$150,000	\$100,000	\$0	\$0	\$0	\$0	\$250,000

2025 Amendment

Emergent Asset Repair & Replacement



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: **Wastewater System**

Insert and Resize Picture Here



Please limit responses to size of box

Project Title: **Wastewater - Plant: Emergent asset repair and replacement projects**

Location: **WWTP**

Description:

As a facility in the later half of its designed lifespan, it is important to have a dedicated source of funding for emergent repair issues. Most of the equipment and infrastructure within this facility is 30+ years old. Our projects are planned so as to replace equipment prior to failure, but there is always the unexpected. We do not know specifically what equipment will fail this year or next, but we do know it will happen. The best example of this is the outfall failure spending in 2016 (and every year since), though any large piece of mechanical equipment, component of the incinerator or the scrubber or the electrical system has a proven ability to exceed the proposal values herein. The intent of this funding is to be able to address or begin to address emergent repair issues large and small with an immediacy that will prevent any further costs that may result from inaction.

Justification:

Improves existing service

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

No change

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$400,000	\$450,000	\$500,000	\$550,000	\$600,000	\$650,000	\$3,150,000
Totals	\$400,000	\$450,000	\$500,000	\$550,000	\$600,000	\$650,000	\$3,150,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$400,000	\$450,000	\$500,000	\$550,000	\$600,000	\$650,000	\$3,150,000
Contributions							\$0
Fund Balance							\$0
Totals	\$400,000	\$450,000	\$500,000	\$550,000	\$600,000	\$650,000	\$3,150,000

2025 Amendment

Nutrient Removal Evaluation



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$100,000	\$100,000					\$200,000
Totals	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$200,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$200,000
Contributions							\$0
Fund Balance							\$0
Totals	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$200,000

2025 Amendment

Administrative Commuter Vehicle



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: **Wastewater System**

Insert and Resize Picture Here



Please limit responses to size of box

Project Title: **Wastewater - Plant: Purchase administrative commuter vehicle**

Location: **WWTP**

Description: **An efficient commuter vehicle is needed for regular use at the WWTP. Often times pool vehicles are not available. Travel within the city and to out of town meetings and trainings is often done in the full-size service trucks, leaving the Operators short a vehicle.**

Justification: **Reduce random use of the full-size service trucks**

In Previous CFP? **Yes** Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: **No change**

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$50,000						\$50,000
Totals	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Contributions							\$0
Fund Balance							\$0
Totals	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000

2025 Amendment

Replace #1 Aeration Blower



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WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$200,000						\$200,000
Totals	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Contributions							\$0
Fund Balance							\$0
Totals	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

2025 Amendment

Basin #2 Diffusers



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$250,000						\$250,000
Totals	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Contributions							\$0
Fund Balance							\$0
Totals	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000

2025 Amendment

Basin Recirculation Pumps



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: Wastewater System

Insert and Resize Picture Here



Please limit responses to size of box

Project Title: Wastewater - Plant: Replace aeration basin recirculation pumps

Location: WWTP

Description: Internal recirculation control is critical to efficient nutrient removal. The existing recirc pumps are nearing the end of their service life and only provide a max 1Q recirc rate. Newer larger pumps, controlled by VFDs, are required.

Justification: Nearing end of life for current pump

In Previous CFP? Yes Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: project pushed 2025 to 2026. Estimate increased for engineering in 2025

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$80,000	\$300,000					\$380,000
Totals	\$80,000	\$300,000	\$0	\$0	\$0	\$0	\$380,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$80,000	\$300,000	\$0	\$0	\$0	\$0	\$380,000
Contributions							\$0
Fund Balance							\$0
Totals	\$80,000	\$300,000	\$0	\$0	\$0	\$0	\$380,000

2025 Amendment

Dewatering Pump



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$150,000						\$150,000
Totals	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
Contributions							\$0
Fund Balance							\$0
Totals	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000

2025 Amendment

Refurbish Incinerator Reactor Vessel



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: Wastewater System

Insert and Resize Picture Here



Please limit responses to size of box

Project Title: Wastewater - Plant: Refurbish existing incinerator reactor vessel

Location: WWTP

Description:

The Incinerator reactor vessel is 32 years old and the external shell and internal refractory are requiring repair with increasing frequency. The shell of the reactor has thinned to critical levels in large sections and has already burned through in several. A complete rehabilitation of the reactor will be necessary if Incineration remains a long-term plan. \$200,000 is proposed for creation of a rehabilitation plan in 2024, and \$2,000,000 is proposed for the actual work to be conducted in 2026.

Justification:

To keep up with needed use.

In Previous CFP?

No

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$200,000	\$2,000,000					\$2,200,000
Totals	\$200,000	\$2,000,000	\$0	\$0	\$0	\$0	\$2,200,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$200,000	\$2,000,000	\$0	\$0	\$0	\$0	\$2,200,000
Contributions							\$0
Fund Balance							\$0
Totals	\$200,000	\$2,000,000	\$0	\$0	\$0	\$0	\$2,200,000

2025 Amendment

Replace Polymer Pump Skids



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$80,000						\$80,000
Totals	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
Contributions							\$0
Fund Balance							\$0
Totals	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000

2025 Amendment

WATER SYSTEMS - page 1

Water Systems					
	2024	2025	Amended 2025	2025 Change	
Total	\$5,795,982	\$8,714,250	\$ 8,521,000	\$ (193,250)	
Total Funding	\$5,795,982	\$8,714,250	\$ 8,521,000		
Funding Source					
Taxes					
Reet					
Utility Tax					
Impact Fees					
Grants			\$ 156,000		
Rates/User Fees	\$5,795,982	\$8,714,250	\$ 8,365,000		
Contributions					
Fund Balance/Reserves					
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
Water System - Oak Harbor: Pass Lake 10-inch Waterline Repair/Replace	\$ -	\$ -	\$ 3,100,000	\$ 3,100,000	see project data sheet
Water System - Refinery: West March Point Road Waterline	\$ 420,000	\$1,790,000	\$ 420,000	\$ (1,370,000)	see project data sheet
Water System - Regional: Cathodic Protection Transmission Main	\$ -	\$ 80,000	\$ 120,000	\$ 40,000	see project data sheet
Water System - Regional: WTP Maintenance/Storage Building	\$ -	\$ 60,000	\$ 60,000	\$ -	see project data sheet
Water System - Regional: Phase 4 & 5 WTP Controls Reliability	\$ 175,000	\$ 380,000	\$ 380,000	\$ -	see project data sheet
Water System - Regional: Repair 36-inch Transmission Line near Swinomish Slough	\$ 115,000	\$ 450,000	\$ 90,000	\$ (360,000)	see project data sheet
Water System - Regional: WTP Discharge Meter Replacement	\$ -	\$ -	\$ 960,000	\$ 960,000	see project data sheet
Water System - Regional: WTP Filter Optimization	\$ 125,000	\$ 125,000	\$ 125,000	\$ -	see project data sheet
Water System - Regional: Water System Plan Update	\$ 375,590	\$ -	\$ 225,000	\$ 225,000	see project data sheet
Water System - Regional: Water System Security	\$ 650,000	\$ 650,000	\$ 350,000	\$ (300,000)	see project data sheet
Water System - Regional: WTP - Emergent Equipment Replacements	\$ 375,000	\$ 400,000	\$ 400,000	\$ -	see project data sheet
Water System - Retail: Pipeline Replacements	\$1,543,000	\$1,620,000	\$ 1,620,000	\$ -	see project data sheet
Water System - Retail: Re-roof A Avenue Booster	\$ -	\$ -	\$ 8,000	\$ 8,000	see project data sheet

WATER SYSTEMS - page 2

Water Systems

	2024	2025	Amended 2025	2025 Change
Total	\$5,795,982	\$8,714,250	\$ 8,521,000	\$ (193,250)

Total Funding	\$5,795,982	\$8,714,250	\$ 8,521,000	
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Funding Source

Taxes				
Reet				
Utility Tax				
Impact Fees				
Grants			\$ 156,000	
Rates/User Fees	\$5,795,982	\$8,714,250	\$ 8,365,000	
Contributions				
Fund Balance/Reserves				

Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
Water System - Retail: Re-roof Fidalgo Bay Estates Booster Station	\$ -	\$ -	\$ 5,000	\$ 5,000	see project data sheet
Water System - Retail: Reservoir Upgrades and Maintenance	\$ 300,000	\$2,310,000	\$ 300,000	\$ (2,010,000)	see project data sheet
Water System - Retail: Service Vehicle	\$ 41,000	\$ -	\$ 43,000	\$ 43,000	see project data sheet
Water System - Whistle Lake Dam Project	\$ 240,000	\$ -	\$ 240,000	\$ 240,000	see project data sheet
Water System - Retail: Flatbed Truck	\$ -	\$ -	\$ 75,000	\$ 75,000	see project data sheet
Water System - Oak Harbor: Campbell Lake Fish Passage Waterline Relocate	\$ -	\$ 75,250		\$ (75,250)	moved to future year
Water System - Regional: Repair 36" Valve at Telegraph Slough and Corrosion Control	\$ -	\$ 150,000		\$ (150,000)	moved to future year
Water System - Retail: Re-roof Blue Heron Booster Station	\$ -	\$ 100,000		\$ (100,000)	moved to future year
Water System - Retail: Advanced Metering Infrastructure (AMI) Water Meters	\$ 500,000	\$ 500,000	\$ -	\$ (500,000)	not capital moved to O&M budget
Water System - Water Model	\$ 65,000	\$ 24,000	\$ -	\$ (24,000)	not capital moved to O&M budget
Water System - Regional: Hydro Excavator	\$ 650,000	\$ -		\$ -	no change
Water System - Retail: Fidalgo Island Water Service (FIWS) area Telemetry	\$ 221,392	\$ -		\$ -	no change

Pass Lake 10-inch Waterline



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$3,100,000	\$3,000,000					\$6,100,000
Totals	\$3,100,000	\$3,000,000	\$0	\$0	\$0	\$0	\$6,100,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$3,100,000	\$3,000,000	\$0	\$0	\$0	\$0	\$6,100,000
Debt							\$0
Fund Balance							\$0
Totals	\$3,100,000	\$3,000,000	\$0	\$0	\$0	\$0	\$6,100,000

2025 Amendment

W. March Point Rd Waterline



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan



Facility Type:

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$420,000	\$1,790,000					\$2,210,000
Totals	\$420,000	\$1,790,000	\$0	\$0	\$0	\$0	\$2,210,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$420,000	\$1,790,000					\$2,210,000
Debt							\$0
Fund Balance							\$0
Totals	\$420,000	\$1,790,000	\$0	\$0	\$0	\$0	\$2,210,000

2025 Amendment

Cathodic Protection Transmission



ANACORTES
WASHINGTON

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$120,000						\$120,000
Totals	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$120,000						\$120,000
Debt							\$0
Fund Balance							\$0
Totals	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000

2025 Amendment

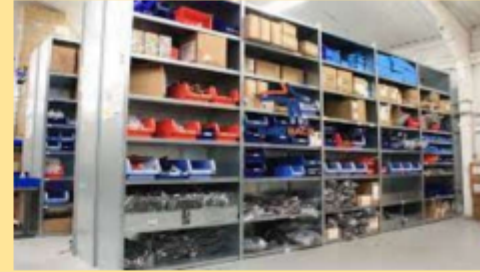
WTP Maintenance/Storage Bldg.



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/dick on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$60,000	\$500,000					\$560,000
Totals	\$60,000	\$500,000	\$0	\$0	\$0	\$0	\$560,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$60,000	\$500,000					\$560,000
Debt							\$0
Fund Balance							\$0
Totals	\$60,000	\$500,000	\$0	\$0	\$0	\$0	\$560,000

2025 Amendment

Phase 4 & 5 WTP Controls Reliability



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$380,000						\$380,000
Totals	\$380,000	\$0	\$0	\$0	\$0	\$0	\$380,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$380,000						\$380,000
Debt							\$0
Fund Balance							\$0
Totals	\$380,000	\$0	\$0	\$0	\$0	\$0	\$380,000

2025 Amendment

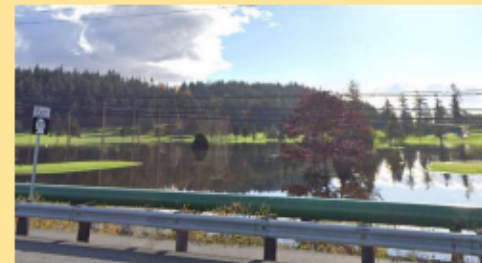
36-inch Transmission Line Repair



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$90,000						\$90,000
Totals	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$90,000						\$90,000
Debt							\$0
Fund Balance							\$0
Totals	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000

2025 Amendment

WTP Discharge Meter Replacement



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$960,000						\$960,000
Totals	\$960,000	\$0	\$0	\$0	\$0	\$0	\$960,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$960,000						\$960,000
Debt							\$0
Fund Balance							\$0
Totals	\$960,000	\$0	\$0	\$0	\$0	\$0	\$960,000

2025 Amendment

WTP Filter Optimization



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan



Facility Type:

Project Title:

Location:

Description:

Develop and design water treatment plant pilot filter project to optimize chemical usage and constitute reduction.

Justification:

This project coincides with the water systems ongoing goal to improve the water treatment process.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Funds budgeted for 2024 (\$125,000) but not used will move to 2025 budget.

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$125,000						\$125,000
Totals	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$125,000						\$125,000
Debt							\$0
Fund Balance							\$0
Totals	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000

2025 Amendment

Water System Plan Update



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan



Facility Type:

Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$225,000						\$225,000
Totals	\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$225,000						\$225,000
Debt							\$0
Fund Balance							\$0
Totals	\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000

2025 Amendment

Water System Security Update



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan



Facility Type:

Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$350,000						\$350,000
Totals	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$350,000						\$350,000
Contributions							\$0
Fund Balance							\$0
Totals	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000

2025 Amendment

WTP Emergent Equipment Replace



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$400,000	\$450,000	\$500,000	\$550,000			\$1,900,000
Totals	\$400,000	\$450,000	\$500,000	\$550,000	\$0	\$0	\$1,900,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$400,000	\$450,000	\$500,000	\$550,000			\$1,900,000
Contributions							\$0
Fund Balance							\$0
Totals	\$400,000	\$450,000	\$500,000	\$550,000	\$0	\$0	\$1,900,000

2025 Amendment

Pipeline replacements



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$1,620,000	\$1,701,000	\$2,136,000	\$2,242,280	\$2,354,394	\$2,472,113	\$12,525,787
Totals	\$1,620,000	\$1,701,000	\$2,136,000	\$2,242,280	\$2,354,394	\$2,472,113	\$12,525,787

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$12,525,787
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$1,620,000	\$1,701,000	\$2,136,000	\$2,242,280	\$2,354,394	\$2,472,113	\$12,525,787
Contributions							\$0
Fund Balance							\$0
Totals	\$1,620,000	\$1,701,000	\$2,136,000	\$2,242,280	\$2,354,394	\$2,472,113	\$12,525,787

2025 Amendment

A Ave. Booster Station Roof



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan



Facility Type:

Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$8,000						\$8,000
Totals	\$8,000	\$0	\$0	\$0	\$0	\$0	\$8,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$8,000						\$8,000
Contributions							\$0
Fund Balance							\$0
Totals	\$8,000	\$0	\$0	\$0	\$0	\$0	\$8,000

2025 Amendment

Fidalgo Bay Estates Booster Station Roof



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$5,000						\$5,000
Totals	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$5,000						\$5,000
Contributions							\$0
Fund Balance							\$0
Totals	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000

2025 Amendment

Reservoir Upgrades & Maintenance



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
25-2030 Capital Facilities Plan



Facility Type:

Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$300,000	\$2,310,000	\$1,170,000				\$3,780,000
Totals	\$300,000	\$2,310,000	\$1,170,000	\$0	\$0	\$0	\$3,780,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$300,000	\$2,310,000	\$1,170,000				\$3,780,000
Contributions							\$0
Fund Balance							\$0
Totals	\$300,000	\$2,310,000	\$1,170,000	\$0	\$0	\$0	\$3,780,000

2025 Amendment

Additional service Truck



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$43,000						\$43,000
Totals	\$43,000	\$0	\$0	\$0	\$0	\$0	\$43,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$43,000						\$43,000
Contributions							\$0
Fund Balance							\$0
Totals	\$43,000	\$0	\$0	\$0	\$0	\$0	\$43,000

2025 Amendment

Whistle Lake Dam Project



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan



Facility Type:

Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$240,000						\$240,000
Totals	\$240,000	\$0	\$0	\$0	\$0	\$0	\$240,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants	\$156,000						\$156,000
Rates/User Fees	\$84,000						\$84,000
Contributions							\$0
Fund Balance							\$0
Totals	\$240,000	\$0	\$0	\$0	\$0	\$0	\$240,000

2025 Amendment

Flatbed Truck



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan



Facility Type:

Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$75,000						\$75,000
Totals	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$75,000						\$75,000
Contributions							\$0
Fund Balance							\$0
Totals	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000

2025 Amendment

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APPENDIX - updated 10/07/2024 information

FIBER

Fiber	v2 - updated				
	2024	2025	Amended 2025	2025 Change	
Total	\$ 4,000,165	\$ 785,000	\$ 1,791,678	\$ 1,006,678	
Total Funding	\$ 4,000,165	\$ 785,000	\$ 1,791,678		
Funding Source					
Taxes			\$ -		
Reet			\$ -		
Utility Tax			\$ -		
Impact Fees			\$ -		
Grants			\$ 225,373		
Interfund Loan	\$ 3,965,165		\$ -		
Financing		\$ 750,000	\$ 1,566,305		
Fund Balance/Reserves	\$ 35,000	\$ 35,000	\$ -		
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
Fiber - Access Anacortes Fiber Internet Expansion - EDA Grant Area	\$ 3,715,165	\$ -	\$ 1,731,678	\$ 1,731,678	see project data sheet
Fiber - Equipment for Developers	\$ 35,000	\$ 35,000	\$ 35,000	\$ -	see project data sheet
Fiber - Guemes View	\$ 250,000	\$ -	\$ -	\$ -	no change
Fiber - Remaining Fiber Construction Inside City Limits	\$ -	\$ 750,000	\$ -	\$ (750,000)	being incorporated in ongoing activities
Fiber - Backbone Construction - AdHoc Projects	\$ -	\$ -	\$ 25,000	\$ 25,000	see project data sheet

EDA Expansion Area



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$1,731,678						\$1,731,678
Totals	\$1,731,678	\$0	\$0	\$0	\$0	\$0	\$1,731,678

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants	\$225,373						\$225,373
Rates/User Fees							\$0
Contributions							\$0
Fund Balance	\$1,506,305						\$1,506,305
Totals	\$1,731,678	\$0	\$0	\$0	\$0	\$0	\$1,731,678

2025 Amendment

Developer Materials



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$35,000	\$35,000	\$35,000				\$105,000
Totals	\$35,000	\$35,000	\$35,000	\$0	\$0	\$0	\$105,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance	\$35,000	\$35,000	\$35,000				\$105,000
Totals	\$35,000	\$35,000	\$35,000	\$0	\$0	\$0	\$105,000

2025 Amendment

Ad hoc Projects



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:



Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$25,000	\$25,000	\$25,000				\$75,000
Totals	\$25,000	\$25,000	\$25,000	\$0	\$0	\$0	\$75,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance	\$25,000	\$25,000	\$25,000				\$75,000
Totals	\$25,000	\$25,000	\$25,000	\$0	\$0	\$0	\$75,000

2025 Amendment

FIRE

Fire	v2 - updated				
	2024	2025	Amended 2025	2025 Change	
Total	\$ 1,675,000	\$ 950,000	\$ 780,000	\$ (170,000)	
Total Funding	\$ 1,675,000	\$ 450,000	\$ 780,000		
Funding Source					
Taxes			\$ 425,000		
Reet		\$ 150,000	\$ -		
Utility Tax			\$ -		
Impact Fees			\$ 355,000		
Grants	\$ 1,675,000		\$ -		
Rates/User Fees			\$ -		
Contributions			\$ -		
Fund Balance/Reserves		\$ 300,000	\$ -		
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
Fire - Main Fire Station Upgrade	\$ -	\$ 150,000	\$ 350,000	\$ 200,000	see project data sheet
Fire - Medic Unit Replacement/Addition	\$ -	\$ 300,000	\$ 350,000	\$ 50,000	see project data sheet
Fire - Command Vehicle Addition	\$ -	\$ -	\$ 80,000	\$ 80,000	see project data sheet
Fire - Fire and EMS Boat	\$ -	\$ -	\$ -	\$ -	future project - 2026
Fire - Aerial Ladder Truck	\$ 1,675,000	\$ -	\$ -	\$ -	no change
Fire - Ladder Truck Training Tower	\$ -	\$ 500,000	\$ -	\$ (500,000)	no longer in plan being considered for inclusion in future project

Fire Station Upgrades



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

This project has several components. Location alerting systems will be added to all 3 fire station. Location is a direct link to our dispatch center and will allow the response crews to be alerted faster than is currently possible through the radio system. It consists of lighting/speakers and interfaces with shutoff valves for cooking equipment. The Kitchen area in Station 1 will also be remodeled, adding additional space for storage and counters to accommodate new staffing levels. If possible a small outdoor cooking area will be added as well.

Justification:

Location will add more reliable staff alerting and reduce emergency response time. The additional kitchen space is necessary to accommodate recent and anticipated future staff growth.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of

Change from

Previous CFP:

Updated cost projections and funding sources. 90% impact fees and 10% EMS Levy Funds.

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$350,000						\$350,000
Totals	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes	\$35,000						\$35,000
REET							\$0
Utility Tax							\$0
Impact Fees	\$315,000						\$315,000
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000

2025 Amendment

Medic Unit Addition



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$350,000						\$350,000
Totals	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes	\$350,000						\$350,000
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000

2025 Amendment

Command Vehicle Addition



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$80,000						\$80,000
Totals	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes	\$40,000						\$40,000
REET							\$0
Utility Tax							\$0
Impact Fees	\$40,000						\$40,000
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000

2025 Amendment

PUBLIC WORKS - OPERATIONS - page 1

PW-Ops	v2 - updated				
	2024	2025	Amended 2025	2025 Change	
Total	\$ 790,000	\$ 870,000	\$ 830,000	\$ (40,000)	
Total Funding	\$ 275,000	\$ 320,000	\$ 830,000		
Funding Source					
Taxes			\$ -		
Reet			\$ 565,000		
Utility Tax			\$ -		
Impact Fees			\$ -		
Grants			\$ -		
Rates/User Fees	\$ 75,000		\$ 180,000		
Contributions			\$ -		
Fund Balance/Reserves	\$ 200,000	\$ 320,000	\$ 85,000		
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
PW - Ops - Facilities Vehicle	\$ -	\$ 70,000	\$ 85,000	\$ 15,000	see project data sheet
PW - Facilities City Facility Maintenance Repairs	\$ -	\$ -	\$ 250,000	\$ 250,000	see project data sheet
PW - Facilities library A/C Air Handler	\$ -	\$ -	\$ 75,000	\$ 75,000	see project data sheet
PW - City Facility Condition Assessment	\$ -	\$ 100,000	\$ 80,000	\$ (20,000)	see project data sheet
PW - Facilities PD/Court HVAC Rebuild/Replace	\$ -	\$ -	\$ 160,000	\$ 160,000	see project data sheet
PW - Facilities PD Server Room A/C	\$ -	\$ -	\$ 30,000	\$ 30,000	see project data sheet
PW - Wastewater Plant: Re-Roof The Solids Handling Building	\$ -	\$ -	\$ 40,000	\$ 40,000	see project data sheet
PW - Wastewater Plant: Re-Roof The WWTP Secondary Building	\$ -	\$ -	\$ 50,000	\$ 50,000	see project data sheet
PW - Wastewater Plant: Re-Roof The WWTP Head Works Building	\$ -	\$ -	\$ 30,000	\$ 30,000	see project data sheet
PW - City Hall Seagull Mitigation	\$ -	\$ -	\$ 30,000	\$ 30,000	see project data sheet
PW - Fleet - City Hall Pool Car	\$ -	\$ 50,000	\$ -	\$ (50,000)	moved to future year
Gen Gov - Fac - ASAC Window Replacement	\$ 25,000	\$ 25,000	\$ -	\$ (25,000)	moved to future year
PW - Fleet - Ops Pool Car/admin vehicle	\$ -	\$ 50,000	\$ -	\$ (50,000)	no longer in plan

PUBLIC WORKS - OPERATIONS - page 2

PW-Ops	v2 - updated				
	2024	2025	Amended 2025	2025 Change	
Total	\$ 790,000	\$ 870,000	\$ 830,000	\$ (40,000)	
Total Funding	\$ 275,000	\$ 320,000	\$ 830,000		
Funding Source					
Taxes			\$ -		
Reet			\$ 515,000		
Utility Tax			\$ -		
Impact Fees			\$ -		
Grants			\$ -		
Rates/User Fees	\$ 75,000		\$ 180,000		
Contributions			\$ -		
Fund Balance/Reserves	\$ 200,000	\$ 320,000	\$ 135,000		
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
PW - OPS - 100 kW Solar Array on Maintenance Facility	\$ -	\$ 150,000	\$ -	\$ (150,000)	no longer in plan
Gen Gov - Fac - Police/Court Department Exterior Paint	\$ -	\$ 75,000	\$ -	\$ (75,000)	no longer in plan
Gen Gov - Fac - ASAC Emergent Facility Maintenance Repairs	\$ 50,000	\$ 50,000	\$ -	\$ (50,000)	no longer in plan combined with "City Facility Maint. Repairs
Gen Gov - Fac - City Hall Emergent Facility Maintenance Repairs	\$ 50,000	\$ 50,000	\$ -	\$ (50,000)	no longer in plan combined with "City Facility Maint. Repairs
Gen Gov - Fac - Fire Dept. Emergent Facility Maintenance Repairs	\$ 50,000	\$ 50,000	\$ -	\$ (50,000)	no longer in plan combined with "City Facility Maint. Repairs
Gen Gov - Fac - Library Emergent Facility Maintenance Repairs	\$ 50,000	\$ 50,000	\$ -	\$ (50,000)	no longer in plan combined with "City Facility Maint. Repairs
Gen Gov - Fac - Museum Emergent Facility Maintenance Repairs	\$ 50,000	\$ 50,000	\$ -	\$ (50,000)	no longer in plan combined with "City Facility Maint. Repairs
Gen Gov - Fac - Parks Emergent Facility Maintenance Repairs	\$ 50,000	\$ 50,000	\$ -	\$ (50,000)	no longer in plan combined with "City Facility Maint. Repairs
Gen Gov - Fac - Police Dept/Court Emergent Facility Maintenance Repairs	\$ 50,000	\$ 50,000	\$ -	\$ (50,000)	no longer in plan combined with "City Facility Maint. Repairs
Gen Gov - Fac - ASAC Additional HVAC system	\$ 40,000	\$ -	\$ -	\$ -	no change
PW - Ops - Operations Upper Parking lot pavement/reconfigure	\$ 150,000	\$ -	\$ -	\$ -	no change
PW - Ops - Ops Facility Expansion/Master Plan	\$ 50,000	\$ -	\$ -	\$ -	no change
PW - Ops - Sewer/Storm/Street Maintenance truck addition	\$ 75,000	\$ -	\$ -	\$ -	no change
Gen Gov - Fac - Police/Court HVAC Rebuild/Replace	\$ 100,000	\$ -	\$ -	\$ -	no change

Maintenance Vehicle



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$85,000	\$0	\$85,000	\$0	\$0	\$0	\$170,000
Totals	\$85,000	\$0	\$85,000	\$0	\$0	\$0	\$170,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance	\$85,000		\$85,000				\$170,000
Totals	\$85,000	\$0	\$85,000	\$0	\$0	\$0	\$170,000

2025 Amendment

City Facility Maintenance Repairs

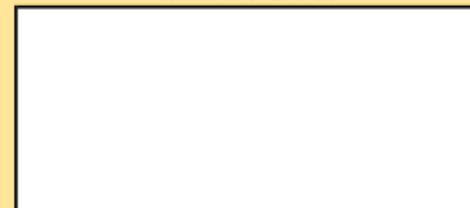


ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

It is important that the City stay on top of on going repairs in order to keep our building's safe and working properly in an effort to give our patrons a safe and welcoming visit and to provide a safe and productive place for employees.
This CFP item provides Reet funds for our many on-call service contracts we use each year. Included but not limited to: Janitorial, door hardware repair, hvac maintenance/repair and inspection, electrical repair and more.

Justification:

Having an annual budget for general and emergent repairs in the CFP enables us to use REET funds to properly maintain our facilities. As facilities age and wear, equipment replacement, paint, flooring and roofing needs have to be addressed to maintain the integrity of the City's buildings, extend their useful life, and ensure continued efficiency.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Totals	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000

2025 Amendment

Library A/C Air Handler



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: General Government

Insert and Resize Picture Here



Project Title: Facilities - Library A/C Air Handler

Location: Library

Description: Original equipment, recommended by Blythe to replace.

Justification:

Currently broken. Make repairs to system in 2025. Plan on future replacement.

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

No change

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$75,000		\$400,000				\$475,000
Totals	\$75,000	\$0	\$400,000	\$0	\$0	\$0	\$475,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$75,000		\$400,000				\$475,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$75,000	\$0	\$400,000	\$0	\$0	\$0	\$475,000

2025 Amendment

City Facility Condition Assessment



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$80,000		\$0				\$80,000
Totals	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$20,000						\$20,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$60,000						\$60,000
Contributions							\$0
Fund Balance							\$0
Totals	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000

2025 Amendment

Police/Court HVAC Rebuild/Replace



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$160,000						\$160,000
Totals	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$160,000						\$160,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000

2025 Amendment

PD Server Room A/C



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type: General Government



Please limit responses to size of box

Project Title: Facilities- PD Server Room A/C

Location: PD/Court Building

Description: Remove and install a stand alone AC unit in the police department server room.

Justification: Original equipment 2000, currently running on 2 mobile units. This server has grown in past years due to body cams and other needs. The original AC unit has been repaired many times with constant failure. Keeping this room below 75 degrees is essential

In Previous CFP? ☒ Yes Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: No change.

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$30,000						\$30,000
Totals	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$30,000						\$30,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000

2025 Amendment

WWTP | Roof Solids Handling Bldg.



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type: Wastewater System

Insert and Resize Picture Here



Please limit responses to size of box

Project Title: Wastewater- Plant: Re-Roof The Solids Handling Building

Location: WWTP

Description: This is the original roof installed in 1992 and is in fair condition and will need replaced in 2025. It will be replaced with a 50-Mil Duro Last PVC single ply roof membrane system.

Justification: It will need replaced in order to protect the building and the interior from water damage.

In Previous CFP? Yes Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: No change.

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$40,000						\$40,000
Totals	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$40,000						\$40,000
Contributions							\$0
Fund Balance							\$0
Totals	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000

2025 Amendment

WWTP | Roof Secondary Bldg.

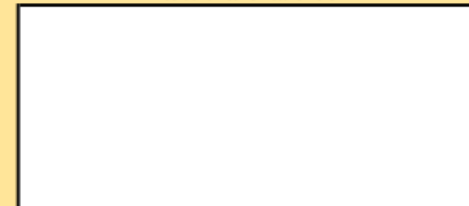


ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$50,000						\$50,000
Totals	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$50,000						\$50,000
Contributions							\$0
Fund Balance							\$0
Totals	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000

2025 Amendment

WWTP | Roof Head Works Bldg.



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$30,000						\$30,000
Totals	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$30,000						\$30,000
Contributions							\$0
Fund Balance							\$0
Totals	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000

2025 Amendment

City Hall | Seagull Mitigation



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$30,000						\$30,000
Totals	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$30,000						\$30,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance					\$0		\$0
Totals	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000

2025 Amendment

TRANSPORTATION - page 1

Transportation	v2 - updated				
	2024	2025	Amended 2025	2025 Change	
Total	\$ 8,941,000	\$ 6,144,500	\$ 10,828,000	\$ 4,683,500	
Total Funding	\$ 8,906,000	\$ 6,144,500	\$ 10,828,000		
Funding Source					
Taxes	\$ 1,200,000	\$ 1,200,000	\$ -		
Reet	\$ 921,000	\$ 926,500	\$ 2,512,000		
Utility Tax			\$ -		
Impact Fees	\$ 257,000		\$ -		
Grants	\$ 6,103,000	\$ 4,018,000	\$ 8,316,000		
Rates/User Fees			\$ -		
Contributions			\$ -		
Fund Balance/Reserves	\$ 425,000		\$ -		
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
Transportation - 16th Street Improvements	\$ 300,000	\$ 2,300,000	\$ 2,300,000	\$ -	see project data sheet
Transportation - Fidalgo Bay Road Reconstruction	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	see project data sheet
Transportation - Kansas Ave	\$ -	\$ -	\$ 100,000	\$ 100,000	see project data sheet
Transportation - Q Avenue Pedestrian Improvement	\$ 53,000	\$ 458,000	\$ 448,000	\$ (10,000)	updated estimate
Transportation - South Commercial Avenue Corridor Plan -- Phase I Commercial Avenue from 11th to 13th	\$ 5,500,000	\$ -	\$ 3,050,000	\$ 3,050,000	see project data sheet
Transportation - South Commercial Avenue Corridor Plan - Phase II Commercial Avenue from 14th to 34th	\$ -	\$ -	\$ 3,500,000	\$ 3,500,000	see project data sheet
Transportation - Pedestrian Crossing on 32nd Street to Storvik Park	\$ -	\$ -	\$ 200,000	\$ 200,000	see project data sheet
Transportation - Pedestrian Crossing/Refuge at Tommy Thompson Trail at T Avenue	\$ -	\$ -	\$ 100,000	\$ 100,000	see project data sheet
Transportation - Pedestrian Improvements - 22nd St between H Ave and I Ave	\$ -	\$ -	\$ 50,000	\$ 50,000	see project data sheet
Downtown Streetscape	\$ 35,000	\$ -	\$ 80,000	\$ 80,000	see project data sheet
Marina Connection	\$ -	\$ -	\$ -	\$ -	2026 project

TRANSPORTATION - page 2

Transportation	v2 - updated				
	2024	2025	Amended 2025	2025 Change	
Total	\$ 8,941,000	\$ 6,144,500	\$ 10,828,000	\$ 4,683,500	
Total Funding	\$ 8,906,000	\$ 6,144,500	\$ 10,828,000		
Funding Source					
Taxes	\$ 1,200,000	\$ 1,200,000	\$ -		
Reet	\$ 921,000	\$ 926,500	\$ 2,512,000		
Utility Tax			\$ -		
Impact Fees	\$ 257,000		\$ -		
Grants	\$ 6,103,000	\$ 4,018,000	\$ 8,316,000		
Rates/User Fees			\$ -		
Contributions			\$ -		
Fund Balance/Reserves	\$ 425,000		\$ -		
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
Transportation - ADA Ramps	\$ 110,000	\$ 115,000		\$ (115,000)	pushed to future year
Transportation - 17th Street Q Ave Intersection	\$ -	\$ 260,000		\$ (260,000)	pushed to future year
Transportation - Non-Motorized Improvements	\$ 11,000	\$ 11,500		\$ (11,500)	pushed to future year
Transportation - Sidewalk and Trip Hazard Repairs	\$ 200,000	\$ 200,000		\$ (200,000)	pushed to future year
Transportation - Annual Pavement Maintenance	\$ 1,800,000	\$ 1,800,000	\$ -	\$ (1,800,000)	included in Commercial Ave
Transportation - 2025 Comprehensive Plan Update Transportation Element	\$ 300,000	\$ -		\$ -	no change
Transportation - Local Road Safety Plan	\$ 125,000	\$ -		\$ -	no change
Transportation - March Point Road - Trestle – Park & Ride – Trail	\$ 250,000	\$ -		\$ -	no change
Transportation - R Avenue Safety and Mobility Improvements	\$ 257,000	\$ -		\$ -	no change

16th Street Improvements



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$2,300,000						\$2,300,000
Totals	\$2,300,000	\$0	\$0	\$0	\$0	\$0	\$2,300,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants	\$2,300,000						\$2,300,000
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$2,300,000	\$0	\$0	\$0	\$0	\$0	\$2,300,000

2025 Amendment

Fidalgo Bay Road Reconstruction



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$1,000,000		\$8,500,000				\$9,500,000
Totals	\$1,000,000	\$0	\$8,500,000	\$0	\$0	\$0	\$9,500,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants	\$1,000,000		\$8,500,000				\$9,500,000
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$1,000,000	\$0	\$8,500,000	\$0	\$0	\$0	\$9,500,000

2025 Amendment

Kansas Ave



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$100,000	\$1,500,000					\$1,600,000
Totals	\$100,000	\$1,500,000	\$0	\$0	\$0	\$0	\$1,600,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$100,000	\$1,500,000					\$1,600,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$100,000	\$1,500,000	\$0	\$0	\$0	\$0	\$1,600,000

2025 Amendment

Q Avenue Pedestrian Project



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$448,000						\$448,000
Totals	\$448,000	\$0	\$0	\$0	\$0	\$0	\$448,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$50,000						\$50,000
Utility Tax							\$0
Impact Fees							\$0
Grants	\$398,000						\$398,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$448,000	\$0	\$0	\$0	\$0	\$0	\$448,000

2025 Amendment

South Commercial Ave - Phase I



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$3,050,000						\$3,050,000
Totals	\$3,050,000	\$0	\$0	\$0	\$0	\$0	\$3,050,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$432,000						\$432,000
Utility Tax							\$0
Impact Fees							\$0
Grants	\$2,618,000						\$2,618,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$3,050,000	\$0	\$0	\$0	\$0	\$0	\$3,050,000

2025 Amendment

South Commercial Ave - Phase II



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$3,500,000	\$6,000,000	\$18,000,000	\$18,000,000	\$18,000,000		\$63,500,000
Totals	\$3,500,000	\$6,000,000	\$18,000,000	\$18,000,000	\$18,000,000	\$0	\$63,500,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$1,500,000						\$1,500,000
Utility Tax							\$0
Impact Fees							\$0
Grants	\$2,000,000	\$6,000,000	\$18,000,000	\$18,000,000	\$18,000,000		\$62,000,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$3,500,000	\$6,000,000	\$18,000,000	\$18,000,000	\$18,000,000	\$0	\$63,500,000

2025 Amendment

32nd Street to Storvik Park



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$200,000						\$200,000
Totals	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$200,000						\$200,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

2025 Amendment

Tommy Thompson Trail at T Ave.



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$100,000						\$100,000
Totals	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$100,000						\$100,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000

2025 Amendment

22nd St between H Ave and I Ave



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year	\$100,000						\$100,000
Totals	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes							\$0
REET	\$100,000						\$100,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000

2025 Amendment

Downtown Streetscape



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Create a Downtown Framework Plan which enumerates key downtown streetscape sub-projects such as public plazas, street furnishing standards, landscaping and intersection improvements to prioritize over the next 10 years. Sub-projects will be prioritized and include realistic budgets, funding sources including specific grants, and visual reference.

Justification:

Allow smart prioritization, planning and pursuit of funding for Downtown goals and policies from the 2016 Comprehensive Plan: Maintain and strengthen downtown as the center for civic, retail, cultural, dining and entertainment activity in Anacortes. (7.1) Emphasize downtown as the primary gathering place for Anacortes:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Shifted timeframe out by 1 year to better sequence with other Transportation Department work. Expanded planning budget from \$65k (which combined this and marina connection planning) to \$80k after discussing with several firms that would bid on an RFQ. Increased clarity on first step of work which is a Downtown Framework Plan.

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Downtown Framework Plan	\$80,000						\$80,000
Sub Project Placeholder		\$900,000		\$900,000		\$900,000	
Totals	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes		\$200,000		\$200,000		\$200,000	\$600,000
REET	\$80,000						\$80,000
Utility Tax							\$0
Impact Fees							\$0
Grants		\$500,000		\$500,000		\$500,000	\$1,500,000
Rates/User Fees							\$0
Contributions		\$200,000		\$200,000		\$200,000	\$600,000
Fund Balance				\$0	\$0		\$0
Totals	\$80,000	\$900,000	\$0	\$900,000	\$0	\$900,000	\$2,780,000

2025 Amendment

Downtown to Marina



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
025-2030 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2025	2026	2027	2028	2029	2030	Total
Costs by year		\$500,000					\$500,000
Totals	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

Funding Sources:	2025	2026	2027	2028	2029	2030	Total
Taxes		\$200,000					\$200,000
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants		\$300,000					\$300,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance				\$0	\$0		\$0
Totals	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

2025 Amendment

GENERAL GOVERNMENT

Gen Gov	v2 - updated				
	2024	2025	Amended 2025	2025 Change	
Total	\$ 385,000	\$ 2,170,000	\$ 1,531,650	\$ (638,350)	
Total Funding	\$ 1,030,000	\$ 2,110,000	\$ 1,531,650		
Funding Source					
Taxes			\$ -		
Reet	\$ 630,000	\$ 580,000	\$ 90,000		
Utility Tax			\$ -		
Impact Fees			\$ -		
Grants			\$ -		
Rates/User Fees			\$ -		
Contributions	\$ 10,000	\$ 150,000	\$ 150,000		
Fund Balance/Reserves	\$ 390,000	\$ 1,380,000	\$ 1,291,650		
Proposal Name	2024	2025	Amended 2025	2025 Change	Notes
Gen Gov - Creosote Pile Removal and Replacement at City Owned Travel Lift Float and Dock	\$ 120,000	\$ 180,000	\$ 250,000	\$ 70,000	Executive session requested updated estimate
Gen Gov - Repair the City Breakwater		\$ -	\$ 280,000	\$ 280,000	Executive Session requested The City breakwater is 50 years old and is experiencing significant corrosion and deterioration and needs to be repaired before it experiences significant failure.
Gen Gov - Enterprise Resource Planning (ERP) System replacement	\$ 150,000	\$ 1,650,000	\$ 671,650	\$ (978,350)	updated estimate for year 1
Gen Gov - Museum - Storage workshop construction	\$ 30,000	\$ 330,000	\$ 290,000	\$ (40,000)	\$40k shifting to 2026
Gen Gov - Mitel Phone System replacement		\$ -	\$ 40,000	\$ 40,000	The City's Mitel phone system will not be supported after late 2025. The Mitel system is part of the City's computer network system, thereby creating a weakness in the City's computer system that could potentially be taken advantage of by nefarious actors.
Gen Gov - Downtown Streetscape	\$ 35,000	\$ -	\$ -	\$ -	no change
Gen Gov - Downtown Welcome Arch	\$ 50,000	\$ -	\$ -	\$ -	no change
Gen Gov - Parking Plan	\$ -	\$ 10,000	\$ -	\$ (10,000)	moved to planning dept. operating budget

2025 REET ALLOCATION

REET	2025
General	90,000
Fire	
Fiber	
Parks	240,000
Ops	565,000
Trans	2,512,000
c CFP REET spending	3,407,000
a Begin REET cash:	2,504,096
b Est REET rev:	1,320,897
a+b-c Ending REET cash:	417,994

Park REET			Transpo REET		PW - Ops		Gen Gov REET
	50,000	Depot	100,000	Kansas (& 1.5M 2026)	250,000	Facilities	90,000 Mus. wrkshp
	25,000	Prk Infra	50,000	Q ave	30,000	Seagulls city hall	
	15,000	Q park	1,500,000	Comm Ave PH 2	20,000	Fac Comp Mstr Plan	
	100,000	pickle court	432,000	Comm ph 1	75,000	Library AC	
	50,000	Storvic	200,000	32nd @ Storvik	160,000	Pub Safe HVAC	
			100,000	T Ave	30,000	PD server rm	
			50,000	22nd St Ped Xing @ ASAC			
			80,000	Dwntrn st scp			
Total	240,000		2,512,000		565,000		90,000



City Council Agenda Bill

Meeting Date: October 14, **Agenda Item:** 7.a.
2024

Agenda Item Title: Resolution 3168: Public Right-of-Way American with Disabilities Act (ADA) Self -Evaluation and Transition Plan

Staff Contact(s): Andrew Rheume

Approved for Submittal to Council by **Action Type**

Andrew Rheume

Motion

Steve Hoglund

Darcy Swetnam

Item Summary: The City of Anacortes strives to make right-of-way accessible to all users, including disabled members of our community. Staff seek City Council adoption of the 2024 Public Right-of-Way Self Evaluation and Transition Plan. This plan meets or exceeds Title II requirements of the American with Disabilities Act. The plan provides an inventory of ADA improvements and will guide the ADA ramp replacement program annually funded in the Capital Facilities Plan.

Budget Impact:

None

Previous Action: None

Recommended Motion: I move to approve Resolution 3168, adopting the 2024 Public Right-of-Way American Disabilities Act (ADA) Self -Evaluation and Transition Plan

Alternative Actions: Request changes and have staff return to council for consideration

Attachments (listed in order presented):

1. 2024_09_25 Anacortes ADA SETP with App
2. Resolution 3168 Public ROW ADA Transition Plan
3. 2024_10_07_PROWADATP_AnacortesCC

**Public Right-of-Way
ADA (Americans with Disabilities Act)
Self-Evaluation and Transition Plan**



September 2024

Prepared by



Table of Contents

Executive Summary	5
A. Introduction & Legal Requirements	8
A.1 Legal Precedent	8
A.2 Scope of ADA Transition Plan	9
A.3 Plan Format.....	10
B. Administrative Policies & Procedures.....	11
B.1 Official Responsible to Implement the ADA Transition Plan	11
B.2 ADA/504 Coordinator	11
B.3 Public Notice of ADA Provisions.....	11
B.4 ADA Grievance Procedure	12
B.5 Accessible Pedestrian Signal (APS) Policy	12
C. Public Right-of-Way	13
C.1 Self-Evaluation and Compliance Activities to Date.....	13
C.2 Barrier Prioritization & Removal Recommendations.....	20
C.4 Financial Implementation Plan and Schedule.....	27
D. Public Engagement	32
D.1 Public Engagement Strategy.....	32
D.2 Public Engagement Findings.....	33
D.3 Recommendations.....	39
E. Future Actions to Achieve Compliance	41
E.1 Future Actions Needed for the Public Right-of-Way	41
E.2 Future Actions Needed for Other City Facilities	41
E.3 Future Actions Needed for Programs, Services, and Activities.....	42
E.3 Annual Report of Barriers Removed	42
E.4 Five-Year ADA Transition Plan Update Schedule	42
F. Accessibility Regulations, Standards, & Guidelines Resources	43
F.1 General Resources	43
F.2 Barrier-Specific Resources.....	43

List of Tables

Table C-1. 2024 City of Anacortes Curb Ramp Inventory	14
Table C-2. 2024 City of Anacortes Curb Ramp Inventory by ADA Compliance.....	14
Table C-3. 2024 City of Anacortes APS Pushbutton Inventory by ADA Compliance.....	16
Table C-4. 2024 City of Anacortes RRFB Pushbutton Inventory by ADA Compliance.....	18
Table C-5. City of Anacortes Curb Ramp Grading System.....	21
Table C-6. City of Anacortes Curb Ramp by Grade, Condition, and Percentage	22
Table C-7. Individual ADA-Compliant Curb Ramp Cost Estimates	25
Table C-8. APS Pushbutton Installation Cost Estimates.....	26
Table C-9. RRFB Pushbutton Installation Cost Estimates.....	26
Table C-10. PROW Barrier Removal Cost Estimate Summary.....	26
Table C-11. ADA Barrier Removal Schedule with Estimated Funding.....	28
Table D-1. Most Wanted Barrier Types for Removal by Ranked Score	34
Table D-2. Most Wanted Barrier Removal Locations by Ranked Score	35

List of Figures

Figure C-1. 2024 City of Anacortes Curb Ramp Inventory by ADA Compliance	15
Figure C-2. 2024 City of Anacortes APS Inventory by ADA Compliance	17
Figure C-3. 2024 City of Anacortes RRFB Inventory.....	19
Figure C-4. Curb Ramps by Condition and Percentage Chart	22
Figure C-5. 2024 City of Anacortes Curb Ramp Condition Map.....	23
Figure C-6. Candidate Curb Ramps for TIP #15 ADA Ramps Program Within 100 Feet of Barrier Buster and Skagit Transit Routes.....	30
Figure C-7. DWS Only Candidate Curb Ramps for TIP #15 ADA Ramps Program	31
Figure D-1. Most Wanted Barrier Types for Removal by Ranked Score	34
Figure D-2. Most Wanted Barrier Removal Locations by Ranked Score.....	35
Figure D-3. Public Survey Barriers Map	37
Figure D-4. Barrier Busters Proposed Pedestrian Access Routes	40

List of Appendixes

- Appendix A1** – Federal Accessibility Requirements
- Appendix A2** – WSDOT Local Agency Guidelines Chapter 29 Including Appendix 29.11 Checklist
- Appendix B1** – Public Notice of ADA Provisions
- Appendix B2** – ADA Grievance Procedure and Forms
- Appendix B3** – 2024 Accessible Pedestrian Signal (APS) Policy
- Appendix C1** – 2016 ADA Curb Ramp Assessment Brochure
- Appendix C2** – 2024 ADA Curb Ramp Inventory Documentation
- Appendix C3** – 2024 ADA Accessible Pedestrian Signal (APS) Inventory Documentation
- Appendix C4** – 2024 ADA Rectangular Rapid Flashing Beacon (RRFB) Inventory Documentation
- Appendix C5** – Maximum Extent Feasible Documentation
- Appendix D1** – Public Engagement Strategy and Findings
- Appendix D2** – 2006 Barrier Busters Recommendations
- Appendix E** – Accessibility of Web Content and Mobile Applications (Apps) Provided by State and Local Governments: A Small Entity Compliance Guide

Executive Summary

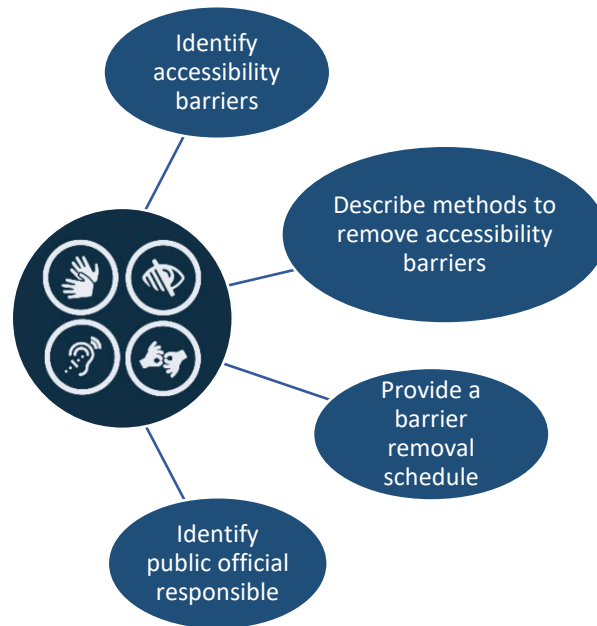
The City of Anacortes is committed to removing barriers to accessibility in its services, programs, and activities to prohibit discrimination based on disability. To achieve this end, the city has completed an Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan for the public right-of-way.

Future updates to the ADA Transition Plan will address barriers in building facilities, parks and trails, and programs, services and activities.

What is an ADA Self-Evaluation and Transition Plan?

An ADA Self-Evaluation and Transition Plan includes four components:

- **Identify physical obstacles** in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- **Describe in detail the methods** that will be used to make the facilities accessible;
- **Specify the schedule** for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one (1) year, identify steps that will be taken during each year of the transition period; and
- **Indicate the official responsible** for implementation of the plan.



Why does the City of Anacortes need an ADA Self-Evaluation and Transition Plan?

An ADA Self-Evaluation and Transition Plan is a requirement for local governments based on:

- **Title II of the American with Disabilities Act (ADA) of 1990**
- **Washington State Department of Transportation (WSDOT) Local Agency Guidelines Chapter 29**

State and local governments and public entities or agencies are required to perform self-evaluations of their current facilities, relative to the accessibility requirements of the current ADA accessibility standards. The requirements of the ADA apply to all public entities or agencies, no matter the size.

In August 2023, the U.S. Access Board issued its final rule on accessibility guidelines for pedestrian facilities in the public right-of-way (PROWAG: Public Right-of-Way Access Guidelines). These guidelines address how to make pedestrian facilities such as sidewalks, crosswalks, shared-use paths, and alternate access routes through construction or maintenance zones accessible to people with disabilities. The rule now goes through final stages of rulemaking (the Department of Justice and U.S. Department of Transportation) before full implementation as regulation.

This plan documents the city's ADA self-evaluation efforts to identify accessibility barriers in the public right-of-way as well as required policies and procedures for non-discrimination under the ADA. The plan is organized to address the following:

- Self-Evaluation and Compliance Activities to Date
- Barrier Prioritization & Removal Recommendations
- Barrier Removal Cost Estimates
- Barrier Removal Financial Plan and Schedule
- Public Engagement
- Future Actions to Achieve Compliance
- Accessibility Guidelines, Standards, and Resources

How did the city inventory ADA barriers in the public right-of-way?

The city partnered with consultant firm Transportation Solutions, Inc., to perform ADA compliance evaluations of the city's curb ramps, accessible pedestrian signals, and rectangular rapid flashing beacons in the public right-of-way. Public right-of-way assets were created in geographic information system (GIS) map format for use by the GIS division of the city's Public Works department. The GIS inventories include information about whether an asset is ADA-compliant or non-compliant. Non-compliant assets are referred to as ADA barriers. Note: ADA barriers on sidewalks, at sidewalk-driveway interfaces, and on-street parking will be addressed in a future update to the Transition Plan.

In addition, the consultant and city staff reviewed existing city policies and procedures and made updates as needed to the city's ADA Grievance Procedure and ADA Public Notice.

How are barriers selected for removal?

The Plan provides city staff with a path toward barrier removal through existing city infrastructure projects and specific ADA-barrier removal programs.

Higher priority barriers are those identified in filed grievances/complaints, through public engagement efforts, barriers correlated to planned capital improvement projects, department maintenance projects, or affected by policies and procedures, and barriers serving State and local government offices and facilities, transportation, transit stops, and places of public accommodation.

Lower priority barriers are those identified for services not frequently used by the public, public right-of-way facilities slated for demolition or pending renovation, and locations where alternative locations have accessible facilities (i.e. situations where accommodations can be made to provide alternative equal access).

Public right-of-way barriers were specifically prioritized based on:

- **Degree of functionality:** the asset condition may be fair or better, poor, very poor, or missing.
- **Proximity to Skagit Transit routes:** asset is within 100 feet of public transit routes within city limits.
- **Proximity to Barrier Buster routes:** asset is within 100 feet of routes that include high pedestrian volume areas such as retail/shopping centers, local government buildings, transit corridors, parks, and schools as developed by the city's 2006 Barrier Buster Advisory Committee. This city-sponsored committee included members of the local Anacortes community including persons with disabilities who submitted their recommendations to the city during past comprehensive plan updates. For more information see **Appendix D2**.

The intent of this plan is to make reasonable progress towards removal of existing ADA barriers while also documenting expanding accessibility in city services, programs, and activities through new capacity. The City of Anacortes will work within the limits of expected project improvements and existing funding programs for the bulk of the ADA barrier removal efforts. The city has planned projects to build new facilities that will expand accessibility as well as improvement projects that will remove barriers at existing facilities.

How much does it cost to remove the city's ADA barriers?

The total cost estimate to remove ADA barriers can be daunting, however the ADA states that in cases where removing a barrier would result in a fundamental alteration in the nature of the service, program or activity or in undue financial and administrative burdens, public entities shall take any other action to ensure access that would not result in such an alteration or such burdens (Section 28 § 35.150 (a)(3)).

This Plan includes **Cost Estimates** and a **Financial Plan and Schedule** outlining short and long-term horizons to make reasonable progress towards barrier removal in the public right-of-way. The below table summarizes known barrier removal costs by barrier type, the amount of anticipated funding for barrier removal in 2025-2030, and the remainder for years 2031 onward.

PUBLIC RIGHT-OF-WAY BARRIER TYPE	TOTAL COST ESTIMATE (\$2024)	PLANNED BARRIER REMOVAL (2025-2030)	REMAINDER (2031 ONWARD)
Curb Ramps	\$13,737,600	\$2,117,400	\$11,620,200
Accessible Pedestrian Signals	\$310,000	\$170,000	\$140,000
Rectangular Rapid Flashing Beacons	\$230,000	\$20,000	\$210,000
Sidewalks, Driveways, and Parking	Unknown	Unknown	Unknown
TOTAL	\$14,277,600	\$2,307,400	\$11,970,200

How will the city pay for ADA barrier removal?

The city will pay for barrier removal primarily out of its city budget. Federal and State grant funding is also a potential source of ADA barrier removal funding.

How will the city keep track of ADA barrier removal?

This plan recommends the city provide annual ADA progress reports on barrier removal and perform a Plan update every five years. Annual reporting activities will include:

- Describing the actions taken each year to remove barriers.
- Identifying specific assets that were upgraded to ADA-compliant status in list or map format.

Who is the official responsible to implement this ADA Transition Plan?

Andy Rheaume, Public Works Director, is the official responsible for implementing this ADA Transition Plan. If you have questions about the content of this report, please contact Andy at (360) 299-1954 or andrewr@anacorteswa.gov.

How do I report barriers to accessibility to city staff?

Sidney Neel, Public Works Administrator, is the city's Public Right-of-Way ADA Coordinator and ADA Transition Plan Project Manager. If you would like to report an accessibility barrier, please contact Sidney at (360-588-8330) or sidneyne@anacorteswa.gov.

A. Introduction & Legal Requirements

The city of Anacortes is committed to removing barriers to accessibility in its services, programs, and activities. To achieve this end, the city has completed an Americans With Disabilities Act (ADA) Self-Evaluation and Transition Plan for the Public Right-of-Way.

This Introduction summarizes the legal precedent for and the required components of an ADA Self-Evaluation and Transition Plan. It also provides an overview of the scope and organization of the city's ADA Self-Evaluation and Transition Plan with respect to these requirements.

A.1 Legal Precedent

The following federal laws and local Washington State guidelines informed the content and scope of this ADA Self-Evaluation and Transition Plan. See also [WSDOT Local Agency Guidelines](#) Chapter 29 (September 2023).

A.1.1 Section 504 of the Rehabilitation Act (1973)

Section 504 of the Rehabilitation Act of 1973 states that no person with a disability shall be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity that receives Federal funding. This includes both transportation and non-transportation funding.

Section 504 extends to the entire operations of a recipient or subrecipient, regardless of the specific funding source of a particular operation. Section 504 Regulations (49 CFR Part 27.5) define a recipient as any public entity that receives Federal financial assistance from the USDOT or its operating administrations either directly or through another recipient. An example of a recipient is WSDOT. An example of a subrecipient is a local agency receiving USDOT funds through WSDOT, for projects/programs/activities administered by the local agency.

A.1.2 American with Disabilities Act (ADA)

The *Americans with Disabilities Act* (ADA) of 1990 is a civil rights statute that prohibits discrimination against people who have disabilities. There are five separate Titles, or sections, of the Act that cover different aspects of potential discrimination. These include: Title I – Employment, Title II – Public Services and Transportation, Title III – Public Accommodations, Title IV – Telecommunications, and Title V – Miscellaneous. Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. Designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

The ADA is mirrored after Section 504 but extends the reach of Federal accessibility laws to include those agencies that are not recipients or subrecipients of Federal funding. Title II (28 CFR Part 35) of the ADA specifically pertains to state and local governments.

The ADA applies to all facilities, including both facilities built before and after 1990. State and local governments and public entities or agencies are required to perform self-evaluations of their current facilities, relative to the accessibility requirements of the current ADA accessibility standards. The requirements of the ADA apply to all public entities or agencies, no matter the size. The transition plan formal procedures as outlined in 28 C.F.R. section 35.150 only govern those public entities with more than 50 employees.

A.2 Scope of ADA Transition Plan

A.2.1 Federal ADA Transition Plan Requirements

Under Title II of the ADA, Section 28 CFR Part 35.150 (d) - *Transition Plan* outlines four requirements of an ADA Transition Plan. For full code text, see **Appendix A1**.

- Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- Describe in detail the methods that will be used to make the facilities accessible;
- Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one (1) year, identify steps that will be taken during each year of the transition period; and
- Indicate the official responsible for implementation of the plan.

A.2.2 Federal Accessibility Requirements for Existing Facilities

Section 28 § 35.150 of Title II of the ADA identifies the accessibility requirements for existing facilities. For full code text, see **Appendix A1**.

Of note is section 28 CFR § 35.150 Existing facilities (b) (2) (i) *Safe harbor*. Elements that have not been altered in existing facilities on or after March 15, 2012 and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS), Appendix A to 41 CFR part 101-19.6 (July 1, 2002 ed.), 49 FR 31528, app. A (Aug. 7, 1984) are not required to be modified in order to comply with the requirements set forth in the 2010 Standards.

A.2.3 Federal Accessibility Requirements for New Construction or Alterations

Section 28 § 35.151 of Title II of the ADA identifies the accessibility requirements for new construction or alterations to existing facilities. For full code text, see **Appendix A1**.

Of note is section 28 CFR § 35.151 New Construction and alterations, (b) (4) (ii) (C) *Safe Harbor*. If a public entity has constructed or altered required elements of a path of travel in accordance with the specifications in either the 1991 Standards or the Uniform Federal Accessibility Standards before March 15, 2012, the public entity is not required to retrofit such elements to reflect incremental changes in the 2010 Standards solely because of an alteration to a primary function area served by that path of travel.

A.2.4 Public Right-of-Way Accessibility Guidelines (PROWAG)

The 2023 PROWAG addresses accessibility at facilities not covered by the 2010 ADA Standards. These include accessibility at pedestrian signal heads and pedestrian activated warning devices, also known as accessible pedestrian signals (APS) and rectangular rapid flashing beacons (RRFBs) respectively. The 2023 PROWAG also includes increased curb ramp width, landing, and other curb ramp features that exceed the minimum requirements of the 2010 ADA standards. PROWAG guidelines are considered current best practice.

In 2024, the city of Anacortes public right-of-way facilities have been evaluated against the PROWAG guidelines in anticipation of the adoption of the PROWAG as an enforceable standard.

A.2.5 WSDOT Local Agency Guidelines

The Washington State Department of Transportation (WSDOT) Local Agency Guidelines (LAG) Chapter 29 includes additional items per Section 504 that calls on agencies to:

- Designate an ADA/504 Coordinator
- Adopt and publish an ADA Complaint/Grievance Procedure
- Adopt an Accessible Pedestrian System (APS) Policy

For the WSDOT Local Agency Guidelines Chapter 29, including ADA Transition Plan Checklist, see **Appendix A2**.

A.3 Plan Format

The NCHRP No. 20-7 (232) ADA Transition Plans: *A Guide to Best Practices* (May 2009) demonstrates how the federal ADA Transition Plan requirements give agencies flexibility on how to format their Transition Plans. Due to the Public Right-of-Way focus the city of Anacortes's self-evaluation efforts, this Transition Plan addresses public right-of-way ADA barriers through the following Plan chapter sections:

- Introduction & Legal Precedent
- Public Right-of-Way
 - Self-Evaluation and Compliance Activities to Date
 - Barrier Prioritization & Removal Recommendations
 - Barrier Removal Cost Estimates
 - Barrier Removal Financial Plan and Schedule
- Public Engagement
- Future Actions to Achieve Compliance
- Accessibility Guidelines, Standards, and Resources



Former U.S. President George H.W. Bush signing the ADA on July 26, 1990. Photo courtesy of the George Bush Presidential Library and Museum/NARA accessed June 14, 2024, on [whitehousehistory.org](https://www.whitehousehistory.org).

B. Administrative Policies & Procedures

In 2024, Transportation Solutions, Inc., conducted a self-evaluation inventory of the city's existing ADA-related administrative policies and procedures identified in the WSDOT LAG Manual Chapter 29 Checklist. See **Appendix A2**.

B.1 Official Responsible to Implement the ADA Transition Plan

The city has designed Andy Rheume, Public Works Director, as the official responsible to implement this ADA Transition Plan. Contact information is provided below and online [here](#).

Andy Rheume, Public Works Director
City of Anacortes
P.O. Box 547
904 6th Street
Anacortes, WA 98221
Phone: 360-299-1954 (Washington Relay System: 7-1-1)
E-mail: andrewr@cityofanacortes.org

B.2 ADA/504 Coordinator

The city has designated Sidney Neel, Public Works Administrator, as the city's ADA/504 Coordinator. Contact information is provided below and online [here](#).

Sidney Neel, ADA/504 Coordinator and Public Works Administrator

City of Anacortes
P.O. Box 547
904 6th Street
Anacortes, WA 98221
Phone: 360-588-8330 (Washington Relay System: 7-1-1)
E-mail: sidneyne@cityofanacortes.org

B.3 Public Notice of ADA Provisions

The notice requirement applies to all state and local governments covered by Title II, even localities fewer than 50 employees. The target audience for public notice includes anyone who may potentially interact with the agency and must be accessible to all. An effective notice states the basis of what the ADA requires of the public agency in clear, concise language and should include the name and contact information of the ADA Coordinator. It addresses the public agency's commitment to non-discrimination on the basis of disability and addresses the agency's associated policies regarding employment, effective communication, modifications to policies and procedures, provision of auxiliary aids, scope of the ADA, complaints, and provision of aid/services at no additional cost. The U.S. Department of Justice's ADA Best Practices Tool Kit for Local and State Governments provides a [template ADA Notice](#) for use by public agencies.

The city has publicly posted its Public Notice of ADA Provisions as part of this ADA Transition Plan. The public notice is posted on the city's webpage [here](#) and is provided in **Appendix B1**.

B.4 ADA Grievance Procedure

The city has publicly posted its ADA Grievance Procedure and established an ADA Complaint Record as part of this ADA Transition Plan; the Grievance Procedure is posted on the city's webpage [here](#) and is provided in **Appendix B2**.

B.5 Accessible Pedestrian Signal (APS) Policy

The city established an APS Policy as part of this ADA Transition Plan. The APS Policy is provided in **Appendix B3**.



ADA-compliant accessible pedestrian signal in the city of Anacortes. Photo courtesy of Transportation Solutions, 2024.

C. Public Right-of-Way

This Plan focuses on accessibility barriers at curb ramps, accessible pedestrian signal (APS) pedestrian crossings, and rectangular rapid flashing beacon pedestrian crossings. Other public right-of-way facilities, such as sidewalks, driveway interface with sidewalks, and accessible parking, will be covered in future updates to this ADA Transition Plan.

C.1 Self-Evaluation and Compliance Activities to Date

In 2016, the city of Anacortes published its first ADA Self-Assessment Report that included assessments of the city's existing curb ramp inventory that took place between December 7, 2015, through January 28, 2016. City staff trained local volunteers to assess curb ramps. These volunteers logged over 200 hours and assessed 1202 ramps within the city's limits. See **Appendix C1** for 2016 Curb Ramp Assessment Brochure.

The information from the 2016 report was entered into the city's geographic information system (GIS) inventory for curb ramps and includes measurements of curb ramp features related to slopes, landing features, presence of a detectable warning surface, and a photo. ADA Update reports for 2016-2017 and 2018 identified ramps that were upgraded as part of city projects. This 2016-2018 information was reviewed as part of the 2024 inventory efforts and the curb ramp inventory was updated as needed. Archived documentation related to 2016-2018 activities is available on the city's website under the links below:

- ADA Updates: <https://www.anacorteswa.gov/859/ADA-Updates>
- ADA Reports: <https://www.anacorteswa.gov/858/ADA-Reports>
- ADA Ramp Maps, Resolutions, and Other Documents: <https://www.anacorteswa.gov/860/ADA-Ramp-Maps-Resolutions-and-Other-Docu>

In January – May 2024, the city's GIS inventory underwent a comprehensive update to include updated field measurements and photos of newly constructed and altered ramp locations, including ramps constructed as part of the following city projects:

- R Avenue improvement project that was reopened to traffic in March 2024
- 32nd and M roundabout improvements
- 17th Street between J and K Avenues north of Anacortes High School
- 20th Street between I and K Avenues south of Anacortes and Cap Sante High Schools
- K Avenue east of Anacortes High School

The expanded inventory also includes photos of missing ramp locations, predominantly in these areas:

- Island View Place, 22nd St, 23rd St, and 24th Streets between E and G Avenues
- Residential areas non 7th through 11th Streets between B and M Avenues
- Spot locations along SR20/Commercial Street

Before 2024, the city did not have ADA-compliance information related to accessible pedestrian signal or rectangular rapid flashing beacon crossings.

C.1.1 Curb Ramps

The city's expanded 2024 GIS inventory for curb ramps increased from 1605 to 1974 locations.

The city's 2016 inventory data was useful for identifying non-compliant curb ramps based on photos and existing measurements. Roughly a third of the ramps were non-compliant based on this data.

In spring 2024, the remaining two-thirds of ramps received an in-person field review, when additional measurements and updated photos were taken to confirm ADA compliance status. This also included review of ramps near recent project locations. Collected field inventory data included: ramp running and cross slopes, landing size, landing running and cross slopes, ramp width, detectable warning surface presence and type, and a photo. Collected curb ramp data is provided in **Appendix C2**.

Of the city's 1794 curb ramp locations, one-third were evaluated based on the city's existing inventory data and the remaining two-thirds were re-evaluated in 2024. See **Table C-1**.

Of the city's 1794 curb ramp locations, 662 (33%) are ADA-compliant with PROWAG guidelines. See **Table C-2**. Of these 662 ADA-compliant ramps, 218 curb ramps were improved or reconstructed to ADA-compliant status since 2016.

Table C-1. 2024 City of Anacortes Curb Ramp Inventory

Curb Ramp Evaluation Activity	Count (#)	Percentage (%)
Evaluated based on original city photo and data	662	34%
Evaluated based on 2024 field work (mix original city photos, new 2024 photos, and new data)	1312	66%
Total	1974	100%

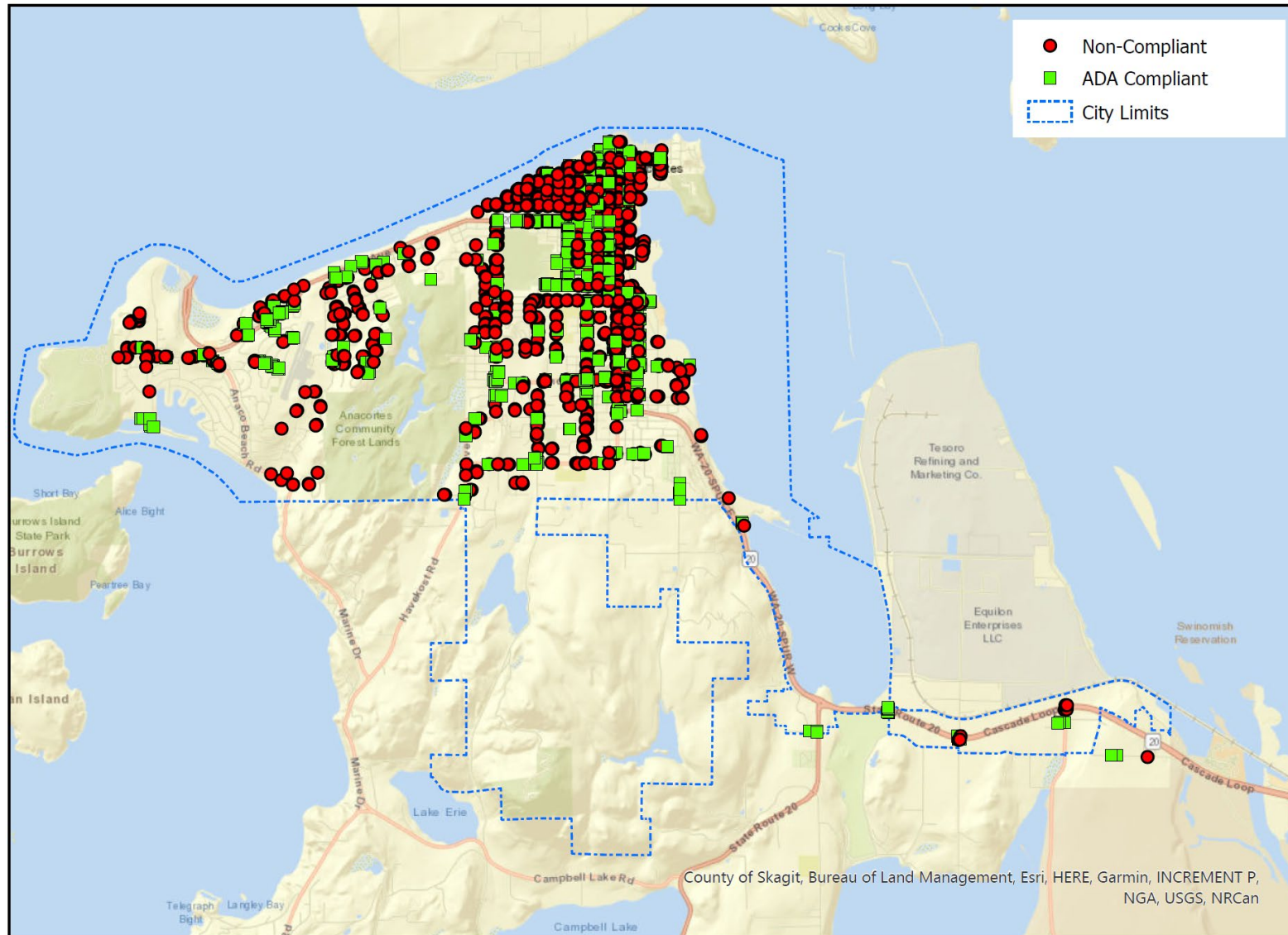
Table C-2. 2024 City of Anacortes Curb Ramp Inventory by ADA Compliance

Curb Ramp ADA Compliance Status	Count (#)	Percentage (%)
Compliant	662	33%
Non-Compliant (includes locations where ramp is missing)	1,272	64%
<i>Abandoned – no longer in use</i>	52	2%
<i>Other – locations that could become barriers if a pedestrian access route is established</i>	22	1%
<i>WSDOT (City does not maintain ramps at Sharpes Corner roundabout)</i>	6	>0%
Total	1974	100%

For a map of the city's curb ramp inventory, see **Figure C-1**.

Note: **Figure C-1** displays Compliant and Non-compliant ramps only. It does not display Abandoned, Other or WSDOT curb ramp locations; these are documented for city staff for informational purposes.

Figure C-1. 2024 City of Anacortes Curb Ramp Inventory by ADA Compliance



C.1.2 Accessible Pedestrian Signal (APS) Features

In 2024, a GIS inventory of the city's pedestrian pushbutton locations at signalized intersections was created and field evaluations were performed for accessible pedestrian signal (APS) compliance with PROWAG guidelines. Collected field inventory data included the geo-location and photos for each pushbutton, measurements for pushbutton height, reach, distance from crosswalk and curb, and clearance, as well as notating the presence or lack of a detectable warning surface (DWS), a locator tone, the message type (sound or spoken message), a directional, vibro-tactile arrow, and a pedestrian countdown head. Collected data APS is available in **Appendix C3**.

Of the city's 74 APS pushbutton locations, 12 are ADA-compliant. See **Table C-2**.

Table C-3. 2024 City of Anacortes APS Pushbutton Inventory by ADA Compliance

APS Pushbutton ADA Compliance Status	Count (#)	Percentage (%)
Compliant	12	16%
Non-Compliant	62	84%
Total	74	100%

12 existing APS pushbuttons in Anacortes meet all 2023 PROWAG guidelines. These are dispersed over 12 traffic signals within the city. Accessible APS pushbutton features include the following:

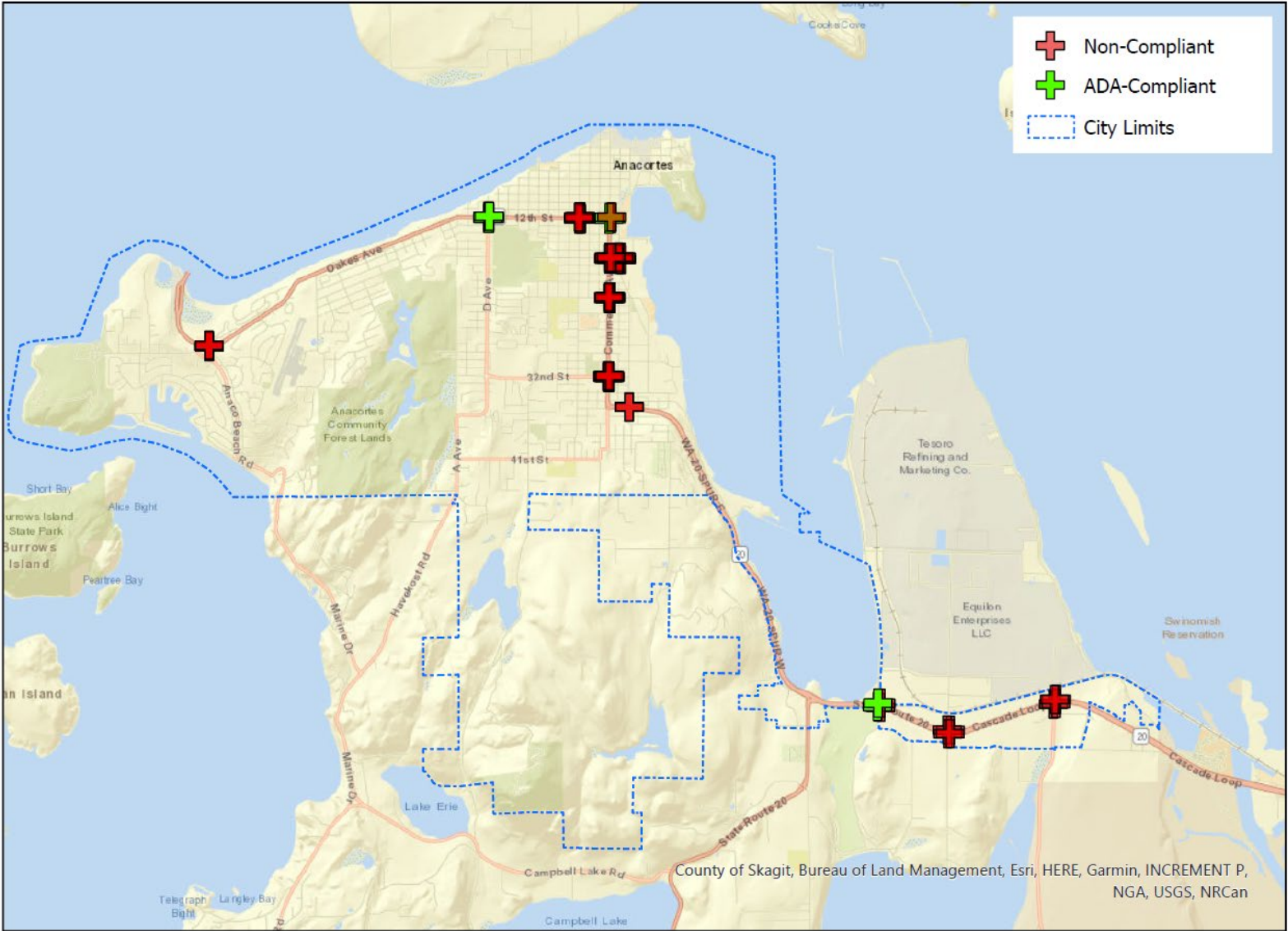
- Pushbuttons have a functioning vibro-tactile high-contrast raised arrow parallel to the pedestrian crossing that is within 10-inch reach and is between 15 to 48 inches above the PAR and includes a detectable warning surface (DWS).
- Pushbuttons are within the maximum 10 feet distance from the curb, are within 5 feet of the crosswalk line, and have a clear unobstructed 4-foot width pedestrian access route (PAR).
- Pushbuttons have an audible locator tone and provide audible or spoken messages when the pedestrian phase is activated and include a pedestrian countdown head.

62 existing APS pushbuttons dispersed over 12 traffic signals within the City in Anacortes do not meet all 2023 PROWAG guidelines. Notable inaccessible APS features include:

- 4 pushbuttons do not have a directional arrow parallel to the pedestrian crossing
- 3 pushbuttons exceed the 48 inches maximum height above the pedestrian access route (PAR).
- 15 pushbuttons exceed the 10-foot maximum distance from the curb line.
- 8 pushbuttons are at crossings where the sidewalk or shoulder does not provide a minimum 4' PAR width.
- 29 pushbuttons have a reach that exceeds 10 inches (ranging from 12 to 84 inches) from the PAR.
- 44 pushbuttons are served by ramps that do not have a detectable warning surface (DWS).
- 53 pushbuttons do not have a functioning vibro-tactile feature.
- 54 pushbuttons do not provide a locator tone.
- 10 pushbuttons do not provide an audible tone when the pedestrian phase is activated.
- 50 pushbuttons do not provide a message when the pedestrian phase is activated.
- 9 pushbuttons do not provide a pedestrian countdown.

For a map of the city's APS inventory, see **Figure C-2**.

Figure C-2. 2024 City of Anacortes APS Inventory by ADA Compliance



C.1.3 Rectangular Rapid Flashing Beacon (RRFB) Features

In 2024, a GIS inventory of rectangular rapid flashing beacon (RRFB) pushbutton locations was created, and field evaluations were performed at 46 existing RRFB pushbutton locations at 23 pedestrian crossings equipped with RRFBs to check for accessibility features that comply with PROWAG guidelines. Collected field inventory data included the geo-location and photos for each RRFB pushbutton, measurements for pushbutton height, reach, distance from crosswalk and curb, and clearance, as well as notating the presence or lack of a detectable warning surface (DWS), locator tone, message type (sound or spoken message), and a directional arrow. RRFBs should not have vibro-tactile features. Collected RRFB data is available in **Appendix C4**.

Of the city's 46 RRFB pushbuttons at 23 pedestrian crossings equipped with RRFBs, none meet all PROWAG compliance requirements.

Table C-4. 2024 City of Anacortes RRFB Pushbutton Inventory by ADA Compliance

RRFB Pushbutton Compliance	Count
Compliant	0
Non-Compliant	46
Total	46

Accessible features of RRFB pushbuttons in Anacortes include:

- 45 pushbuttons are between 15 to 48 inches above the pedestrian access route (PAR).
- 44 pushbuttons are within the maximum 10 feet distance from the curb, are within 5 feet of the crosswalk line, and have a clear unobstructed 4-foot width PAR.
- 37 pushbuttons include a detectable warning surface (DWS) that is 2 x 4 feet.
- 28 pushbuttons are within the 10-inch reach.
- 19 pushbuttons provide chirp or audible tones when the pedestrian phase is activated.
- 4 pushbuttons include a tactile directional arrow parallel to the pedestrian crossing.
- 3 pushbuttons include a locator tone (a tone that alerts persons to find the pushbutton).
- 1 pushbutton includes a spoken message other than "Yellow lights are flashing" spoken twice.

No existing RRFB pushbuttons in Anacortes meet all 2023 PROWAG guidelines. Notable RRFB inaccessible features include:

- 1 pushbutton exceeds the 48-inch maximum pushbutton height.
- 1 pushbutton is beyond the maximum 10 feet distance from the curb.
- 1 pushbutton is beyond 5 feet of the crosswalk line.
- 2 pushbuttons include a DWS that is less than the minimum 2 x 4 feet.
- 18 pushbuttons exceed the 10-inch maximum reach.
- 27 pushbuttons provide no chirp or audible tones when the pedestrian phase is activated.
- 42 pushbuttons do not have a tactile directional arrow parallel to the pedestrian crossing.
- 43 pushbuttons do not have a locator tone.
- No pushbuttons include the recommended message "Yellow lights are flashing" spoken twice.

For a map of the city's RRFB pushbutton inventory, see **Figure C-3**.

Figure C-3. 2024 City of Anacortes RRFB Inventory



C.2 Barrier Prioritization & Removal Recommendations

C.2.1 General Barrier Prioritization Criteria

Prioritization criteria will differ depending on the nature of an accessibility barrier. It is recommended that all city departments apply this generic schema as the guiding prioritization policy for all barrier types:

C.2.1 Higher Priority

- Barriers to accessibility identified in filed grievances/complaints.*
- Barriers to accessibility identified through public engagement efforts.**
- Barriers to accessibility correlated to planned capital improvement projects, department maintenance projects, and policies and procedures.
- Barriers to accessibility serving State and local government offices and facilities, transportation, transit stops, and places of public accommodation per [28 CFR Part 35 Subpart D § 35.150 \(d\) \(2\)](#).

C.2.2 Lower Priority

- Barriers for services not frequently used by the public.
- Barriers to accessibility in public right-of-way or public facilities slated for demolition or pending renovation.
- Barriers to accessibility where alternative locations have accessible facilities (i.e., situations wherein accommodations can be made to provide alternative equal access).

*It is assumed that filed grievances/complaints about barriers to accessibility be considered high priority for a response and resolution in accordance with the city's adopted ADA Grievance Procedure and other applicable established relevant policies.

**It is recommended that prioritization decisions be guided by the overarching principle that barriers identified and/or experienced by people within the ADA community are of higher priority for removal than other barriers. Public engagement efforts are therefore a critical component of the prioritization process.

C.2.2 Curb Ramp Barrier Removal Prioritization

Curb ramps were assigned a grade and condition based on the following grading system. The curb ramp grading system was developed by the Vermont Department of Transportation (VDOT) and amended for City of Anacortes use. See the grading system in **Table C-5**.

Table C-5. City of Anacortes Curb Ramp Grading System

Grade	Ramp Width	Detectable Warning Surface	Material Condition	Compliance Status
A DARK GREEN	48" or greater	Truncated Dome Present in High Contrast Color	<u>Fair or Better Condition</u> Structurally compliant	Compliant
B+ LIGHT GREEN	>36" to <48"	Truncated Dome Present in High Contrast Color	<u>Fair or Better Condition</u> Limited or tight cracking, faulting (<1/4"), isolated spalling	Non-Compliant
B YELLOW	>36" to <48"	Exposed Aggregate Surface or Diamond Shape Stamp or Deteriorated Truncated Domes Present	<u>Poor Condition</u> Moderate cracking, faulting (1/4"-3/4"), moderate spalling	Non-Compliant
C ORANGE	36" or less	No detectable warning surface	<u>Very Poor Condition</u> Severe cracking, faulting (>3/4"), extensive spalling, no landing	Non-Compliant
D RED	A curb ramp is needed but does not exist at the location to access an existing sidewalk where it crosses a curb.			Non-Compliant

- Ramps with a grade of A (Fair or Better) are fully ADA-compliant in ramp structure and features.
- Ramps with a grade of B+ (Fair or Better) are not fully ADA-compliant but substantially functional.
- Ramps with a grade of B (Poor) are usable in their current form but are not ADA-compliant with 2010 ADA standards. These often have an outdated diamond aggregate stamp for detection, and/or have cross slopes that exceed allowances.
- Ramps with a grade of C (Very Poor) have multiple non-compliant features.
- Ramps with a grade of D (Missing) are locations where a ramp does not exist but should exist.

For a table of curb ramps by grade and condition by count and percentage, see **Table C-6** and **Figure C-4**.

For a map showing curb ramps by grade and condition, see **Figure C-5**.

Table C-6. City of Anacortes Curb Ramp by Grade, Condition, and Percentage

Grade	Condition	Count	Percentage Grade	ADA Compliant	Percentage Compliant
A	Fair or Better	622	32%	Compliant	32%
B+	Fair or Better	392	20%	Non-Compliant	68%
B	Poor	326	17%	Non-Compliant	
C	Very Poor	318	16%	Non-Compliant	
D	Missing	236	12%	Non-Compliant	
N/A	Abandoned	52	3%	Non-Compliant	
N/A	Other	16	1%	Non-Compliant	N/A
N/A	WSDOT	6	>0%	N/A	
Total	-	1974	100%	-	100%

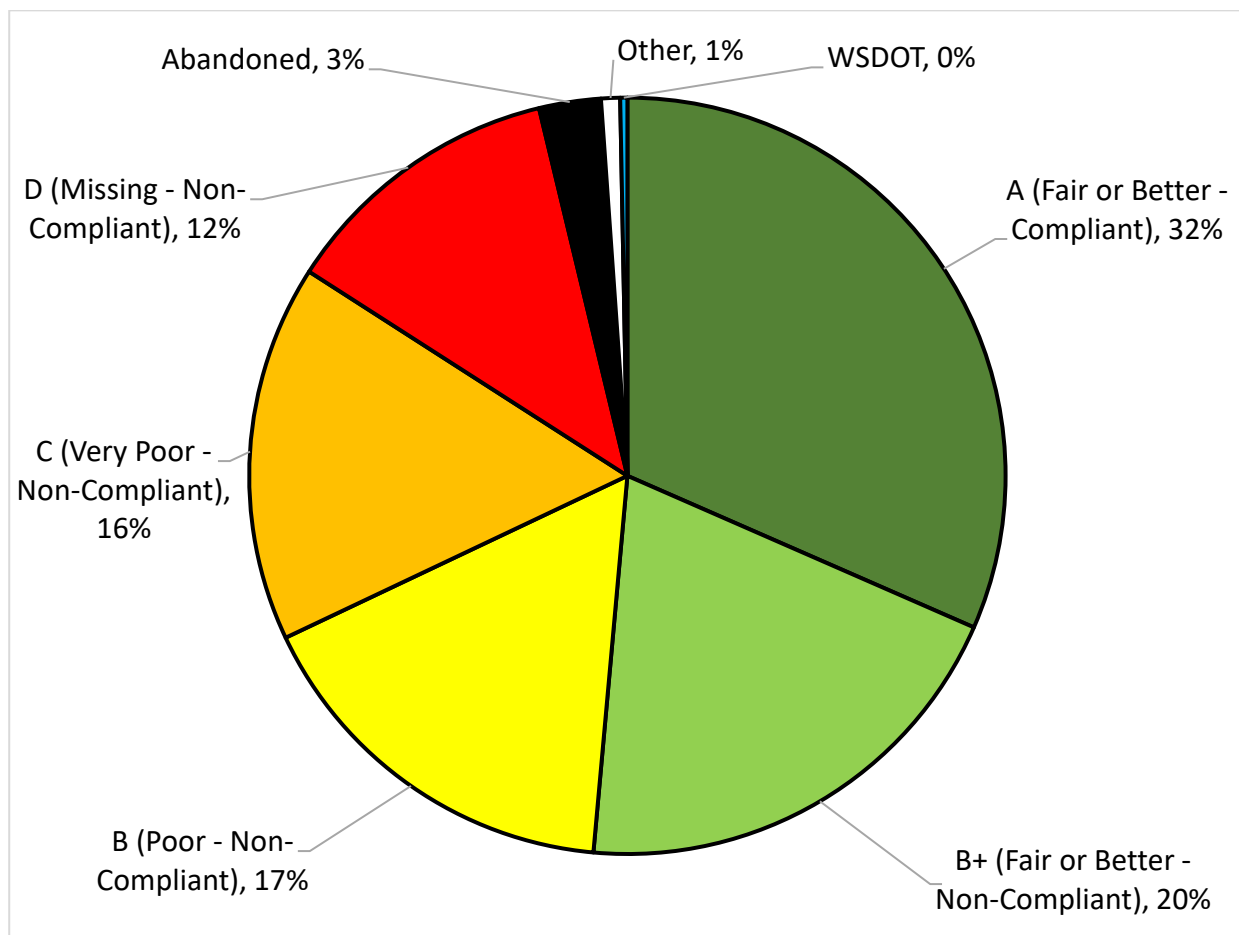
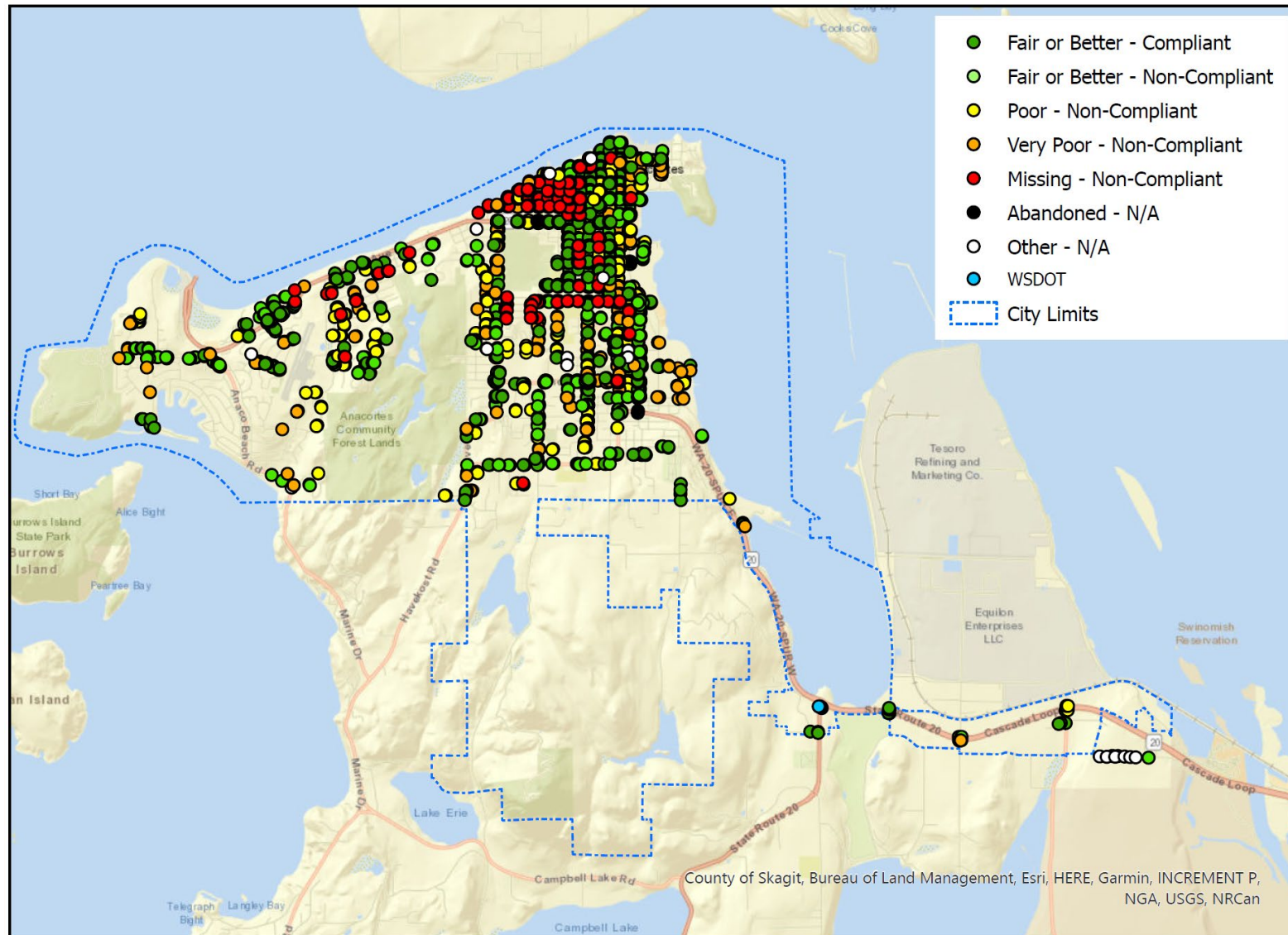
Figure C-4. Curb Ramps by Condition and Percentage Chart

Figure C-5. 2024 City of Anacortes Curb Ramp Condition Map



Curb Ramp Barrier Removal Recommendations

Curb ramp barriers will be removed through existing transportation improvement projects and programs identified in the City's transportation improvement plan (TIP) and/or capital improvement plan (CIP). It is recommended the city prioritize barrier removal in accordance with the general prioritization criteria established in **Section C.2.1**.

- Remove barriers to accessibility identified in filed grievances/complaint before other barriers.
- Consider removing barriers identified through public requests, including the public engagement findings of this report in **Section D**. See **Figure D-3**.
- Consider removing barriers along the Barrier Buster Routes provided in **Figure D-4**. Removing barriers along corridors or subareas may provide cost effective barrier removal and provides improvements along pedestrian access routes rather than disparate spot location improvements.
- Consider removing barriers along Skagit County Transit Routes provided in **Figure C-6**.
- Annually monitor the removal of curb ramp barriers in the city's GIS inventory.

C.2.3 APS Pushbutton Barrier Removal Prioritization at Traffic Signals

Some APS barriers will be removed through existing transportation improvement projects and programs identified in the City's transportation improvement plan (TIP) and/or capital improvement plan (CIP).

Other APS barriers will be addressed according to the city's Accessible Pedestrian Signal (APS) Policy provided in **Appendix B3**.

It is recommended the city consider further APS barrier removal through annual maintenance activities, including fixing of APS pushbutton height and reach requirements and to enable locator tone and spoken message features of existing APS pushbutton housings, should such features exist.

C.2.3 RRFB Pushbutton Barrier Removal Prioritization at Pedestrian Crossings

Some RRFB barriers will be removed through existing transportation improvement projects and programs identified in the City's transportation improvement plan (TIP) and/or capital improvement plan (CIP).

Other RRFB pushbutton barriers at pedestrian crossings will be addressed according to the city's Accessible Pedestrian Signal (APS) Policy provided in **Appendix B3**.

It is recommended the city consider further RRFB pushbutton barrier removal through annual maintenance activities, including fixing RRFB pushbutton height and reach and to enable locator tone and spoken message features of existing RRFB pushbutton housings, should such features exist, as part of annual maintenance activities.

C.2.4 Other Barrier Prioritization

Other barriers including sidewalk, driveway, and accessible parking barriers will be prioritized at a future update to this ADA Transition Plan.

C.3 Barrier Removal Cost Estimates

C.3.1 Curb Ramps Cost Estimate

A planning level estimated cost for replacing one (1) curb ramp is \$10,800. This cost estimate is intentionally conservative and accounts for preliminary engineering/design and construction activities. See **Table C-7**.

Table C-7. Individual ADA-Compliant Curb Ramp Cost Estimates

Unit	Cost (\$2024)
Survey/Map (10% of Construction)	\$700.00
Design (15% of Construction)	\$1,050.00
Construction Management (15% of Construction)	\$1,050.00
Construction	\$7,000.00
Subtotal	\$9,800.00
Contingency (~10% of Subtotal)	\$1,000.00
Cost (\$) per Curb Ramp	\$10,800.00

In addition to design and construction of the curb ramp itself, additional costs may arise from addressing issues such as relocation of existing utilities, acquisition of new public right-of-way, and other roadway improvements such as curb bulbs and new enclosed drainage.

Removal of blended transition barriers may cost less if installation of a detectable warning surface along the full width of the blended transition is all that is necessary to bring it into compliance. Blended transitions are considered a type of curb ramp in the PROWAG.

The 2010 ADA Standards allow for a Safe Harbor provision. Elements that have not been altered in existing facilities on or after March 15, 2012, and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS), Appendix A to 41 CFR part 101-19.6 (July 1, 2002 ed.), 49 FR 31528, app. A (Aug. 7, 1984) are not required to be modified in order to comply with the requirements set forth in the 2010 Standards. See **Section A.2.2**.

Agencies have the option to re-evaluate ramps for Safe-Harbor and accessibility as part of the survey/design phase of a specific project/request for an upgrade. Ramps assigned a B+ grade (Fair or Better Non-Compliant) or B grade (Poor – Non-Compliant) may meet Safe Harbor provisions and potentially reduce the cost for barrier removal. Note: It is unknown whether the PROWAG, once adopted, will provide a Safe Harbor provision.

Since March 15, 2012, new construction and alterations must meet current 2010 ADA Standards at a minimum (see **Section A.2.3**). However, this Plan recommends that new curb ramp facilities be designed and constructed according to PROWAG guidelines.

The total cost estimate to removal all ADA barriers at 1272 non-compliant curb ramp locations is approximately \$13.74 million.

C.3.2 Accessible Pedestrian Signal Pushbutton Installation Cost Estimate

Construction cost estimates have been provided for APS facilities in **Table C-8**. The cost for required curb ramp replacements is not included.

Table C-8. APS Pushbutton Installation Cost Estimates

Accessible Pedestrian Signal (APS) Installation Type	Construction Cost Estimates (\$2024)
ADA compliant pushbutton installation requiring relocation and pushbutton post	\$5,000
ADA compliant pushbutton installation requiring no relocation	\$1,000

The total cost estimate to correct all 62 non-compliant APS pushbutton locations is \$62,000 to \$310,000. The higher estimate was used in **Table C-9** for city planning purposes.

C.3.3 Rectangular Rapid Flashing Beacon Pushbutton Installation Cost Estimate

Construction cost estimates have been provided for new RRFB facilities in **Table C-9**. The cost for required curb ramp replacements is not included.

Table C-9. RRFB Pushbutton Installation Cost Estimates

Rapid Rectangular Flashing Beacon (RRFB) Pushbutton Type	Construction Cost Estimates (\$2024)
ADA compliant pushbutton installation requiring relocation and pushbutton post	\$5,000
ADA compliant pushbutton installation not requiring relocation	\$1,000

The total cost estimate to remove all ADA barriers at all 44 non-compliant RRFB pushbutton locations is \$46,000 to \$230,000. The higher estimate was used in **Table C-10** for city planning purposes.

For a summary table of all known public right-of-way barriers and associated barrier removal costs, see **Table C-10**.

Table C-10. PROW Barrier Removal Cost Estimate Summary

Barrier Type	Count of Non-Compliant Features	Total Cost Estimates (\$2024)
Curb Ramps	1272 curb ramps at \$10,800 per curb ramp location	\$13,737,600
APS	62 pushbuttons at \$5,000 per pushbutton	\$310,000
RRFB	46 pushbuttons at \$5,000 per pushbutton	\$230,000
Sidewalk	Future Plan Update	Unknown
Driveways	Future Plan Update	Unknown
Accessible Parking	Future Plan Update	Unknown
TOTAL		\$14,277,600

C.4 Financial Implementation Plan and Schedule

C.4.1 Short and Long-Term Horizons

The intent of this ADA Transition Plan is to make reasonable progress towards removal of existing barriers while also expanding accessibility in city services, programs, and activities through new capacity. The city of Anacortes will work within the limits of expected project improvements and existing funding programs for the bulk of the ADA Transition Plan barrier removal efforts. The city has planned projects to build new facilities that will expand accessibility as well as improvement projects that will remove barriers at existing facilities.

The implementation framework for each barrier type identifies potential funding sources with a focus on the city's **Short-Term Horizon (2025-2030) as outlined in the city's 6-Year Transportation Improvement Program**. Remaining barriers are planned to be addressed in the year 2031 and forward time frame. The planned ADA barrier removal activities associated with the funding sources identified in this barrier removal implementation framework are subject to semi-annual budgeting processes and fluctuations in funding capital.

C.4.2 Detectable Warning Surface Installation and Other Alterations

City of Anacortes Public Works staff have installed numerous detectable warning surfaces on existing curb ramps to increase accessibility for persons with visual disabilities.

Future installation of a detectable warning surface on a curb ramp that meets all other accessibility requirements for running slope, cross slope, ramp width, landing dimensions and slopes would make that curb ramp ADA-compliant. Installation of a detectable warning surface on a curb ramp that does not meet all other accessibility requirements for running slope, cross slope, ramp width, landing dimensions and slopes would mean the curb ramp remains non-compliant. Where alterations are made to the maximum extent feasible (MEF), these situations should be documented. See **Appendix C5** for an MEF documentation template.

C.4.3 Barrier Removal Financial Plan and Schedule

For the period 2025-2030, the city estimates approximately \$2.31 million in funding for removal of public right-of-way barriers through alterations of existing public right-of-way barriers and construction of new ADA-compliant facilities where they are missing. See the following calculation breakdown of total costs associated with public right-of-way barrier removal in **Table C-11**.

Note: The **Annual Non-Motorized Improvement** and **Sidewalk** programs (TIP#17 and TIP#18) may include additional ADA barrier removal. Since no inventory of ADA barrier removal for sidewalks currently exists, ADA barrier removal for these facilities is currently unknown.

For more information, see the city of Anacortes 2024 Annual Budget.

Table C-11. ADA Barrier Removal Schedule with Estimated Funding

2025-2030 Transportation Improvement Projects and Programs (project cost provided)	Year	Total Project Cost	ADA Barriers to be Removed	Estimated Amount (\$2024)
*TIP #1: 12th St and K Avenue Intersection	2028-2029	\$2,500,000	Unknown	–
TIP #2: 16th Street Improvements on D Ave, 16th St, C Ave	2025	\$2,300,000	7 fixed ramps	\$75,600
TIP #3: Fidalgo Bay Road Reconstruction	2025-2027	\$9,500,000	4 fixed ramps	\$43,200
TIP #4: Kansas Avenue from West 3rd Street to West 2nd St	2026-2027	\$550,000	2 fixed ramps **4 new ramps	\$21,600 –
TIP #6: 2025 Q Avenue Pedestrian Improvements at 13th and Q Avenue mid-block crossing	2025	\$458,000	8 fixed ramps **2 new ramps **1 new RRFB crossing	\$86,400 – –
*TIP #7: South Commercial Avenue Phase II-V – 14th to 34th (includes ramps at South Commercial/13th intersection)	2026-2029	\$63,400,000	89 fixed ramps 5 missing ramps **31 new ramps 24 APS pushbuttons	\$961,200 \$54,000 – \$120,000
TIP #8 South Commercial Phase I – 11th to 13th (stops north of 13th intersection)	2024	\$5,000,000	9 fixed ramps 1 full APS	\$97,200 \$50,000
*TIP #9: South March Point Road Reconstruction	2027	\$2,550,000	**4 new ramps 2 Fixed RRFB	– \$20,000
*TIP #10: SR20 Spur (Oakes Avenue) Sidewalk Improvements	2026	\$1,000,000	*New sidewalk	–
*TIP #11: Pedestrian Link Between Downtown and Marina	2026	\$500,000	4 fixed ramps	\$43,200
*TIP #12: Guemes Channel Trail Phases II, III, & IV	2027-2030	\$7,500,000	Unknown-TBD	Unknown-TBD
TIP #13: H Ave Anacortes Forest Lands (ACFL) Connector Trail	2025	\$250,000	*2 new ramps	–
TIP #14: Shannon Point Trail	2025	\$50,000	Unknown	Unknown
TIP #15 ADA Ramps Program – Modify existing non-compliant ramps and build new ramps . See 2024 ADA Transition Plan	2025-2030	\$735,000	68 ramps (See Section C.4.4)	\$735,000
TIP #17: Annual Non-Motorized Transportation Imprvmt Prgm	2025-2030	\$74,230	Unknown	Unknown
TIP #18: Sidewalks and Trip Hazards Program	2025-2030	\$1,200,000	Unknown	Unknown
2025-2030 PROW Barrier Removal Sub-Total				\$2,307,400
Total Known Public Right-of-Way Barrier Cost Estimate (2024)				\$14,277,600
2031- Barrier Removal Remainder				\$11,970,200

*Funding not secured.

**New infrastructure where no barriers previously existed does not count towards barrier removal but is included to show expansion of accessible facilities.

C.4.4 TIP#15 ADA Curb Ramp Program Barrier Selection Recommendations

The city's ADA Ramps Program (TIP #15) dedicates \$735,000 as a standalone capitalized program from the 2025-2030 six-year capital plan to remove curb ramp barriers beyond ramps addressed by other Transportation Improvement Plan (TIP) projects.

It is recommended the City use the ADA Ramps Program (TIP #15) funds to remove ADA barriers at ramp locations from the following high priority cohorts that will not be addressed by other 2025-2030 TIP projects:

- **Barrier Buster** cohort of 299 curb ramp barriers that meet the below criteria:
 - Within 100 feet of an identified Barrier Buster routes (these routes include high pedestrian volume areas such as retail/shopping centers, local government buildings, transit corridors, parks, and schools as developed by the city's 2006 Barrier Buster Advisory Committee. This city-sponsored committee included members of the local Anacortes community including persons with disabilities who submitted their recommendations to the city during past comprehensive plan updates. For more information see **Appendix D2**).
 - Grade C (Very Poor) or Grade D (Missing) ramp location
- **Skagit Transit** cohort of 146 curb ramp barriers that are:
 - Within 100 feet of Skagit Transit Routes 40, 409, 410, 513, and 615 within city limits.
 - Grade C (Very Poor) or Grade D (Missing) ramp location
- **DWS Only Candidates** cohort of 59 locations that may only require installation of an ADA-compliant detectable warning surface (DWS) that extends the full width of the ramp. Of these 59 locations:
 - 4 are Grade A (compliant) locations that need the DWS replaced due to deterioration of the existing DWS surface.
 - 14 are Grade B+ or Grade B (non-compliant) locations that need DWS installed for the full width of the ramp/blended transition.
 - 41 are Grade C (non-compliant) locations that need to be assessed for any other non-compliant features before installation of DWS.

There are 137 Grade C (Very Poor) or Grade D (Missing) ramp locations that are within 100 feet of **Barrier Buster** routes **AND** within 100 feet of **Skagit Transit** routes within city limits. For a map of these 137 locations, see **Figure C-6**.

For a map of the 59 **DWS Only Candidate** ramp locations, see **Figure C-7**.

The City's GIS inventory identifies ramps within the Barrier Buster, Skagit Transit Buffer, DWS Only Candidate, and 2025-2030 TIP Project groupings. For more information see **Appendix C2**.

Figure C-6. Candidate Curb Ramps for TIP #15 ADA Ramps Program Within 100 Feet of Barrier Buster and Skagit Transit Routes

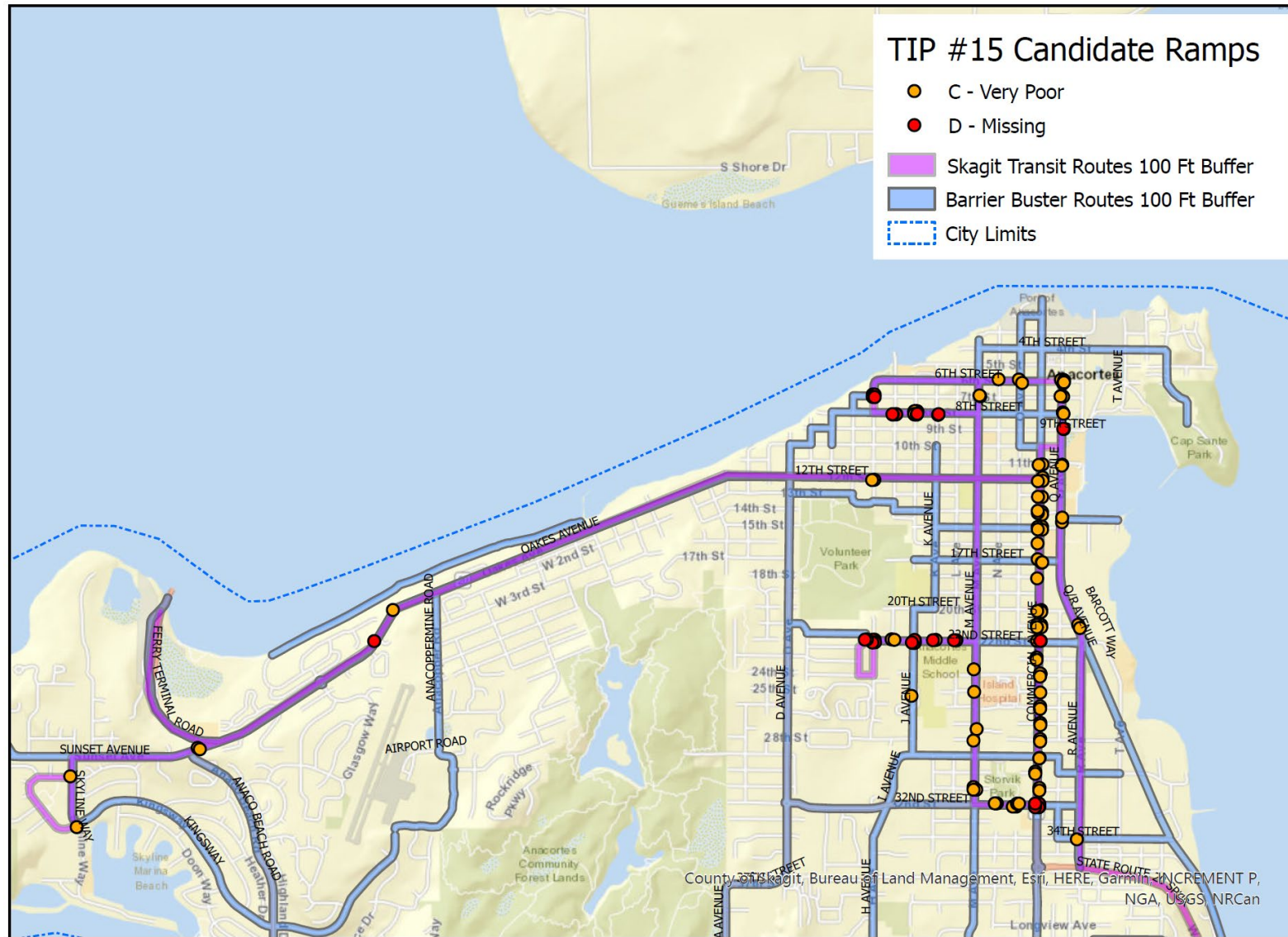
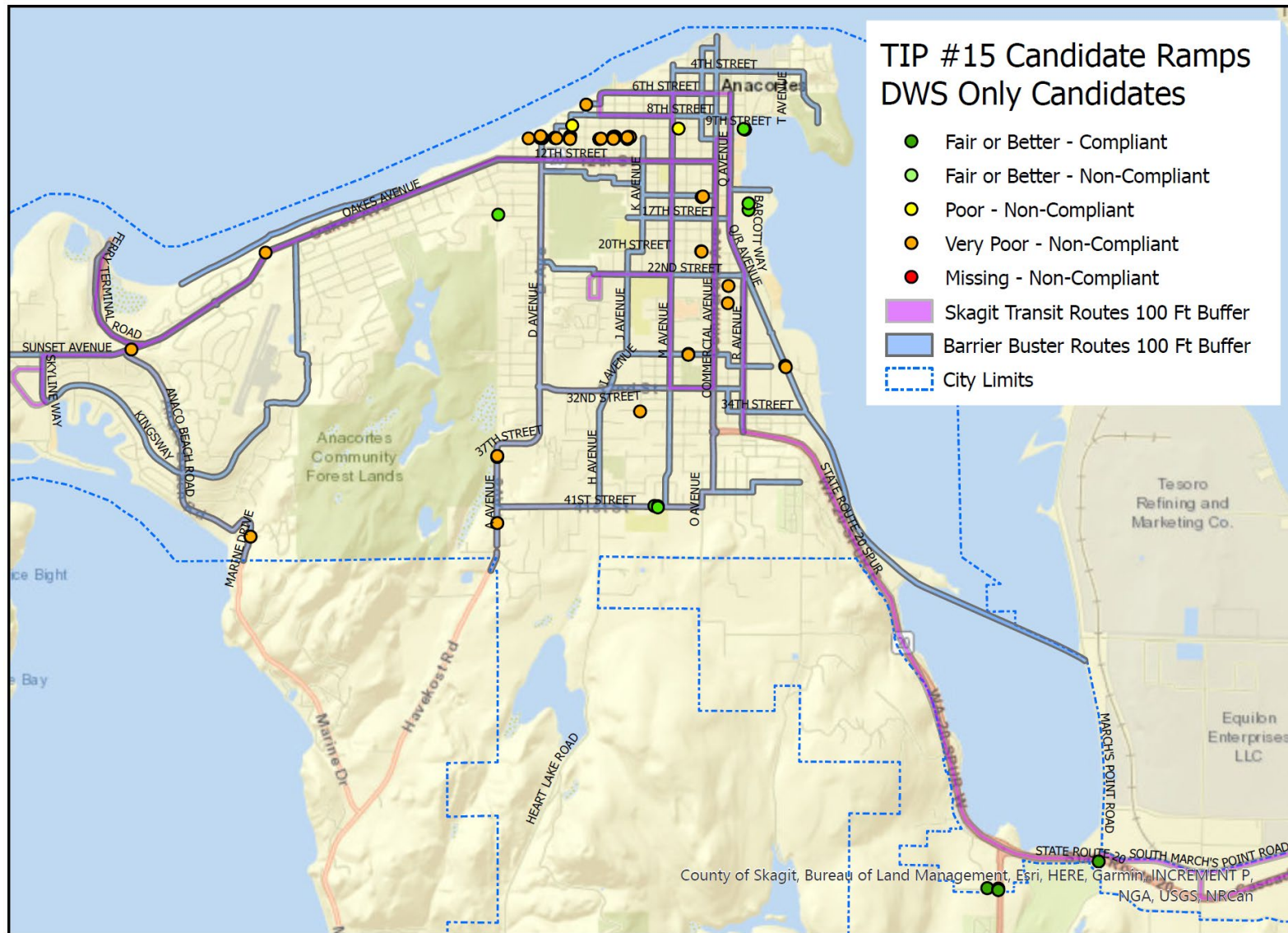


Figure C-7. DWS Only Candidate Curb Ramps for TIP #15 ADA Ramps Program



D. Public Engagement

D.1 Public Engagement Strategy

The city's developed the following public engagement strategy to inform interested members of the public of the undertaking of this Plan and to invite participation in the process, especially those local community members who have disabilities or are involved with organizations that provides services to persons with disabilities. This strategy included digital announcements, direct stakeholder engagement emails, and public survey and workshop opportunities for the public to report ADA barriers and comment on the Draft Plan. For documentation of public engagement, see **Appendix D1**.

D.1.1 Project Webpage

The project webpage content was launched in early March 2024. The project webpage included:

- Project Description
- Project Schedule
- Public Involvement:
 - Link to screen-reader friendly Survey Monkey® online survey added May 18, 2024.
 - Virtual City Council meeting information added May 18, 2024.
- City Staff Contact Information
- Other ADA Resources section including links to the ADA Grievance Procedure and instructions for requesting an accommodation.
- Documents section for posting the draft version for public comment.
- Recent and Annual Accomplishments section for further tracking of ADA Transition Plan implementation progress.

The city's PROW ADA Transition Plan Project webpage is available at:

<https://www.anacorteswa.gov/1621/2024-PROW-ADA-Project>

D.1.2 Web-Based Publications

The following web-based publications promoted the project, online survey, and virtual meetings. A Save the Date flyer was created to promote these resources and was shared via the following platforms:

- City of Anacortes Newsflash webpage
- City of Anacortes Public Works and Senior Center Facebook pages
- June 2024 Anacortes Senior Center Newsletter (approximately 450 email recipients)

For save the date flyer and newsletter, see **Appendix D1**.

D.1.3 Direct Engagement with Local ADA Community Organizations

City staff contacted the following organizations via direct e-mail in May 2024, to seek out interest in the online survey and public comment opportunities. For full list of contacted entities, see **Appendix D1**.

- Anacortes School District and individual schools (Anacortes High School, Anacortes Middle School, Fidalgo Elementary School, Island View Elementary School, Mt. Erie Elementary School, and Whitney Early Childhood Education Center)
- Aging and Disability Resources (ADR)
- Go Anacortes publication
- Samish Indian Nation

- Salvation Army Anacortes Corps
- Kiwanis Club of Anacortes
- Anacortes Public Library
- Anacortes Community Theatre
- Anacortes Boys and Girls Club
- Anacortes Chamber of Commerce
- Island Hospital
- Port of Anacortes
- Anacortes Community Facebook pages (20,000+ members each)

D.1.4 Online Survey

A 5-7 minute survey was created on the SurveyMonkey® platform which gave respondents the option to mark barrier locations on a map. The online survey was open between May 13 through June 15, 2024. Survey documentation is provided in **Appendix D1**.

D.1.5 Virtual ADA Public Workshop

A virtual ADA public workshop was held June 4, 2024, from 6:00pm to 7:00pm on the Zoom® platform and the meeting was recorded. This meeting provided an overview of the ADA Transition Plan including barrier findings and plan components and notified attendees of the upcoming Draft ADA Transition Plan comment period. A recording of the meeting is available upon request. For slide presentation and full attendee comments, see **Appendix D1**.

D.1.6 Public Comment Opportunities

A presentation reviewing the Draft ADA Transition Plan was presented to the city of Anacortes' Public Works Committee meeting held August 5, 2024, from 5:00-6:00pm. This meeting was promoted on the ADA Transition Plan webpage as a public comment opportunity on the Draft Plan.

Presentation materials were provided in accessible formats with alternative text prior to the event. The presentation explained the reasons for and required content of an ADA Transition Plan and the city's phased approach to self-evaluation and barrier removal implementation focused first on curb ramps and accessible pedestrian signals within the public right-of-way.

D.2 Public Engagement Findings

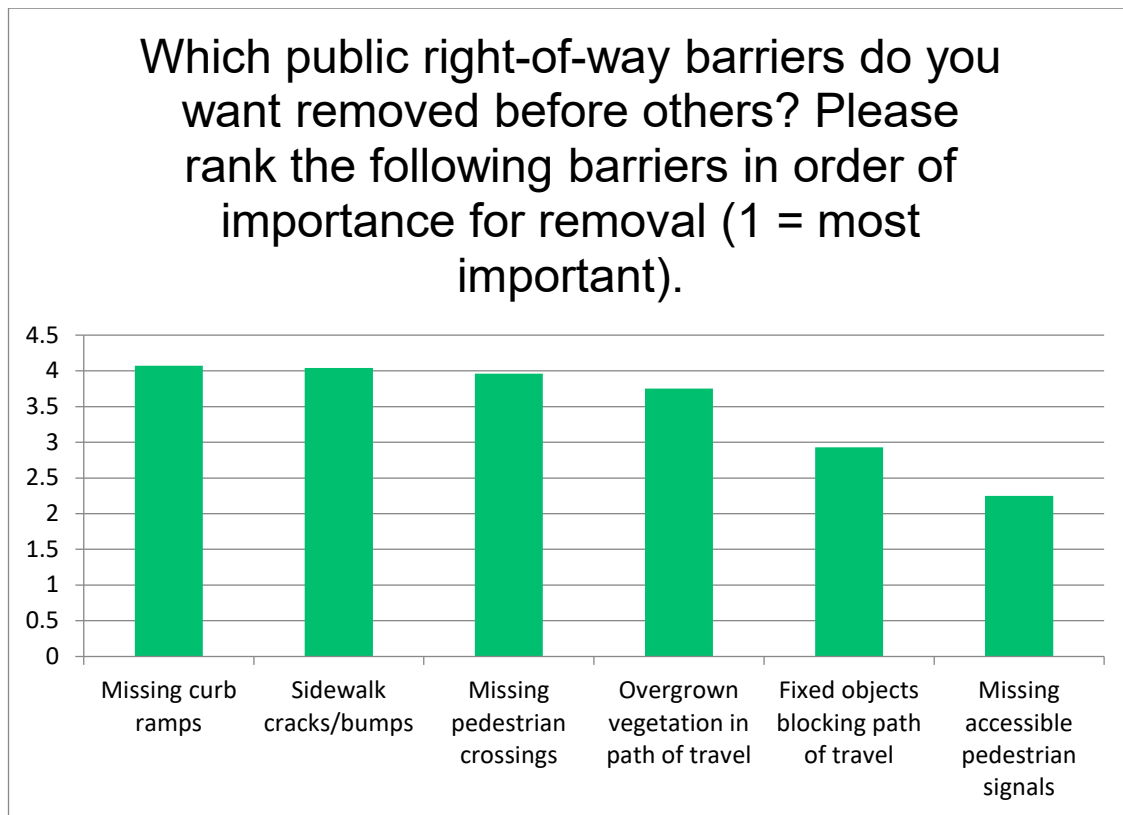
The virtual platforms of the online survey and virtual workshop, draft public comment period, and the Public Works Committee meeting provided the public with accessible participation methods. The findings are helpful in guiding city staff in the selection and prioritization of barrier removal. For documentation, see **Appendix D1**.

D.2.1 Online Survey Responses

The online ADA Barrier Survey was administered via SurveyMonkey® and yielded a total of 60 responses.

More than fifty percent of respondents reported they are somewhat or very familiar with ADA barriers in the public right-of-way.

The most wanted barrier types for removal were missing curb ramps, sidewalk cracks/bumps, missing pedestrian crossings, and overgrown vegetation in path of travel. See **Figure D-1** and **Table D-1**.

Figure D-1. Most Wanted Barrier Types for Removal by Ranked Score**Table D-1. Most Wanted Barrier Types for Removal by Ranked Score**

Answer Options	Rank 1		Rank 2		Rank 3		Rank 4		Rank 5		Rank 6		Score
Missing curb ramps	32.14%	9	14.29%	4	14.29%	4	10.71%	3	25.00%	7	3.57%	1	4.07
Sidewalk cracks/bumps	14.29%	4	28.57%	8	14.29%	4	32.14%	9	10.71%	3	0.00%	0	4.04
Missing pedestrian crossings	25.00%	7	17.86%	5	21.43%	6	7.14%	2	21.43%	6	7.14%	2	3.96
Overgrown vegetation in path of travel	21.43%	6	21.43%	6	14.29%	4	14.29%	4	10.71%	3	17.86%	5	3.75
Fixed objects blocking path of travel	3.57%	1	10.71%	3	21.43%	6	21.43%	6	25.00%	7	17.86%	5	2.93
Missing accessible pedestrian signals	3.57%	1	7.14%	2	14.29%	4	14.29%	4	7.14%	2	53.57%	15	2.25

Respondents: Answered: 28. Skipped: 32.

The top priority locations for barrier removal were senior center/elderly care facilities, local government buildings/post offices, schools/libraries, and transit centers/stops/routes. See **Figure D-2** and **Table D-2**.

Figure D-2. Most Wanted Barrier Removal Locations by Ranked Score

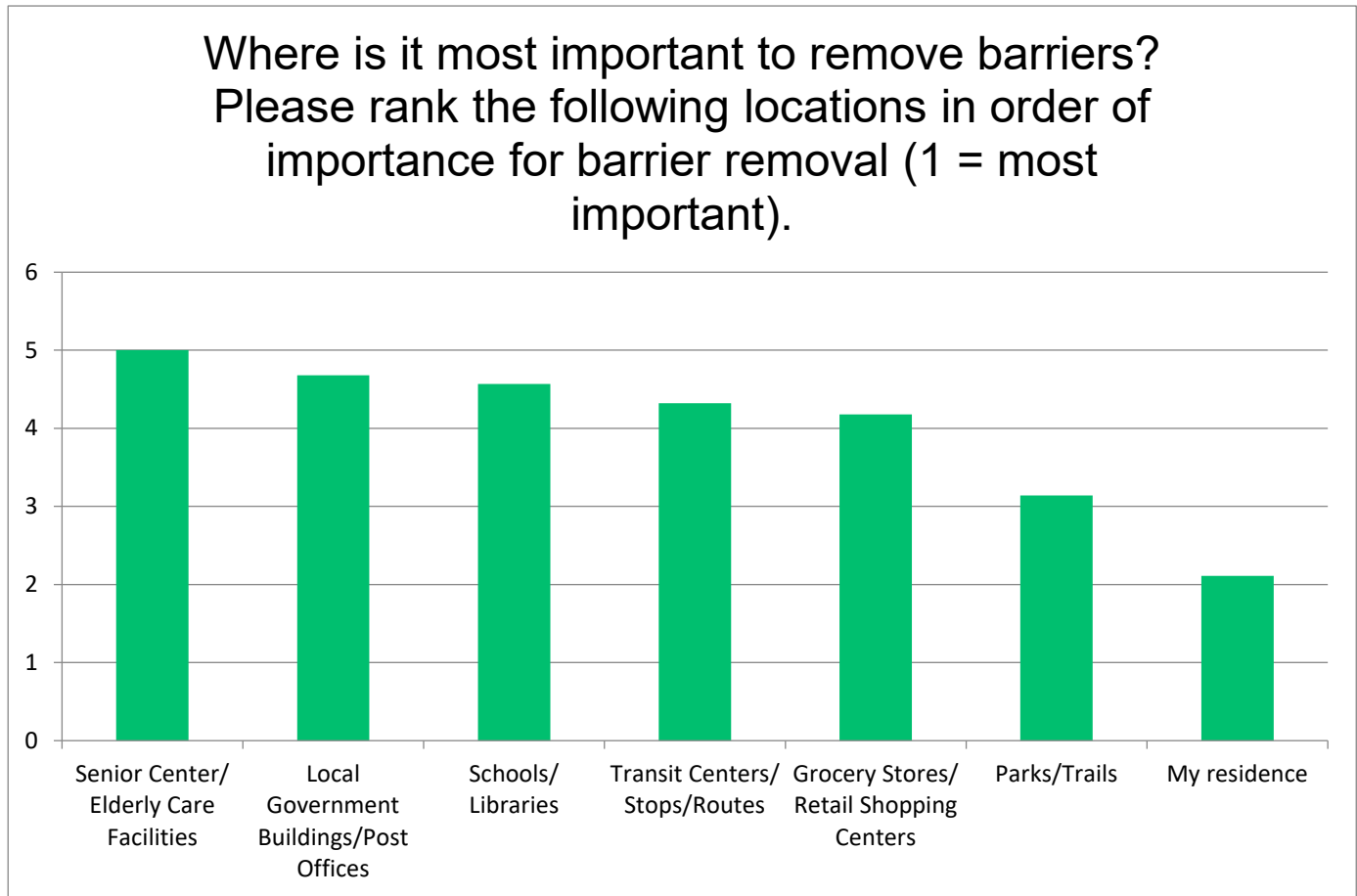


Table D-2. Most Wanted Barrier Removal Locations by Ranked Score

Answer Options	Rank 1		Rank 2		Rank 3		Rank 4		Rank 5		Rank 6		Rank 7		Score
Senior Center/Elderly Care Facilities	42.86%	12	3.57%	1	10.71%	3	14.29%	4	14.29%	4	10.71%	3	3.57%	1	5.00
Local Government Buildings/Post Offices	7.14%	2	32.14%	9	21.43%	6	14.29%	4	10.71%	3	14.29%	4	0.00%	0	4.68
Schools/Libraries	10.71%	3	21.43%	6	21.43%	6	25.00%	7	7.14%	2	10.71%	3	3.57%	1	4.57
Transit Centers/Stops/Routes	10.71%	3	14.29%	4	21.43%	6	14.29%	4	32.14%	9	3.57%	1	3.57%	1	4.32
Grocery Stores/Retail Shopping Centers	17.86%	5	17.86%	5	7.14%	2	14.29%	4	14.29%	4	21.43%	6	7.14%	2	4.18
Parks/Trails	7.14%	2	3.57%	1	14.29%	4	14.29%	4	14.29%	4	25.00%	7	21.43%	6	3.14

* Respondents: Answered: 28. Skipped: 32.

Narrative feedback from the surveys included the following themes:

Lack of sidewalks or gaps in sidewalks

- Skyline neighborhood including Skyline Way and Kingsway
- Whistle Lake Road
- 14th Street to baseball fields
- J Avenue from 20th Street to 22nd Street
- K Avenue between 29th Street and 32nd Street
- N Avenue
- South end of Commercial Ave between Fidalgo Ave and SR20/Commercial Ave roundabout
- 37th Street east of Commercial Ave

Missing curb ramps

- All corners of J Avenue and 22nd Street
- NE corner of J Avenue and 29th Street
- 22nd Street between the senior center and M Avenue
- O Avenue

Request for preservation of accessible parking

- Guemes Ferry terminal accessible parking and loading zone spaces for elderly/disabled residents of island

Lack of pedestrian crossings

- Along 12th Street corridor
- J Avenue at 29th Street
- K Avenue at 29th Street
- N Avenue

Other

- Overhanging vegetation and cracks in sidewalk on otherwise accessible routes
- Lack of resting spaces/benches for persons who use walkers or canes
- Cars parked across sidewalk blocking accessible route
- Narrow sidewalks with overgrown vegetation on M Avenue between 22nd Street and 32nd Street
- Detectable warning surface domes perceived as too large to negotiate with wheelchairs or knee scooters
- Desire for trails to be left in natural state (rather not see paved trails beyond Guemes Island and Tommy Thompson paved shared use paths).

For a map of reported ADA barriers, see **Figure D-3**.

For full survey documentation, see **Appendix D1**.

City of Anacortes Roadway Network

Legend:

- Principal Arterial
- Minor Arterial
- Collector
- Park
- Private
- Local
- City Limits

Map Labels:

- Washington State Ferry Terminal
- Sunset Ave
- Kingsway
- Anacortes Pkwy
- Oak Ave
- 12th St
- 14th St
- 16th St
- 18th St
- 20th St
- 22nd St
- 24th St
- 26th St
- 28th St
- 30th St
- 32nd St
- 34th St
- 36th St
- 38th St
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- 80th St
- 82nd St
- 84th St
- 86th St
- 88th St
- 90th St
- 92nd St
- 94th St
- 96th St
- 98th St
- 100th St
- Burrows Bay
- Padilla Bay
- March's Point Rd
- South March's Point Rd
- State Route 20
- Thompson Rd
- Reservation Rd

Inset Map Labels:

- Port Alberni
- Nanaimo
- Richmond
- Vancouver
- Surrey
- Abbotsford
- Delta
- San Juan Island
- Victoria
- Anacortes
- Everett
- Seattle
- Yakima

Source: Esri, HERE, DeLorme, USGS, Imagery, INCREMENT P, NRCan, Esri Japan, Swisstopo, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

D.2.2 ADA Workshop Feedback

One member of the public attended the ADA Virtual Workshop on June 4, 2024. The attendee, Kirk Kennedy, is a local city of Anacortes resident and former co-chair of the Barrier Busters Committee, a City-sponsored ADA-advocacy committee that provided recommendations for improving access in Anacortes to city staff during the previous 2016 Comprehensive Plan update, including identification of preferred ADA-compliant pedestrian access routes. Materials provided by Mr. Kennedy were forwarded to city staff for consideration during current comprehensive planning activities and are included here in **Appendix D2**. Mr. Kennedy uses a wheelchair and provided the following feedback:

- Curb ramp improvements are more helpful when done along a route corridor, rather than spot locations.
- **Listening Session #1: What public right-of-way barriers do you experience?**
 - 22nd Street has a hodgepodge of existing curb ramps and missing curb ramps. A person doesn't know until they have already traversed the sidewalk to the barrier and must turn around and come back to a curb ramp and then travers within the street.
 - Barrier Busters Committee was instrumental in getting accessible parking in the downtown area.
 - Some parking spaces are inadequate for wheelchair accessible vans. If a person is parking on the east side of Commercial with a van with a ramp on the right, there is space in the access aisle to use the van's ramp. If a person is parking on the west side of Commercial in a van, they must park in the access aisle and use the parking space to use the van's ramp.
 - Bumps and heaves in sidewalks, especially along Commercial Avenue, is barrier, especially for people who use a walker or cane and for whom lifting feet up to 6 inches is difficult.
 - Transit Access: Skagit Paratransit is fantastic \$2/ride drop off/pickup within 1/2 mile of routes. Wishes it were online. 1/2-mile sometimes is in the water.
 - Ex-officio member of Anacortes Senior Center Foundation. Happy to talk with Skagit Transit (1/2-mile buffer works in Burlington, Mount Vernon where not bounded by water).
- **Listen Session #2: Which public right-of-way barriers are most important for the City to remove first?**
 - Missing curb ramps: whether using a wheelchair, scooter, walker or an elderly person with a cane, as well as for kids, strollers and skateboard users.
 - Work from the bottom up (missing ramps first) but also make continuous improvements along a corridor on primary roads and collector streets and prioritize those corridors.
- **Listen Session #3: Where is it most important for the City to remove public right-of-way barriers?**
 - Impossible choice: There is data regarding pedestrian traffic that could be used to identify highly used corridors. Schools, libraries, senior centers, Fidalgo Pool, (22nd Street corridor), and medical centers.
 - Mr. Kennedy does not use pedestrian facilities to get to the Senior Center. D Avenue has sidewalks to get up a big hill but then he must go into the street to get to Senior Center. Island View has a hodgepodge of sections with and without sidewalks as well as cars parked on both sides. He could be using his wheelchair to get to Senior Center but doesn't because it's too dangerous.
 - Door-to -door Skagit Paratransit provides excellent service; he does not use transit stops.

- **Other Feedback:**
 - The Barrier Busters Committee requested rapid flashers on South Commercial Avenue, but it was rather difficult. WSDOT was consulted as they have jurisdiction and WSDOT did agree that one could go in but one did not go in.
 - Needs to be a government official that is responsible for the implementation of the Plan and in previous 2016 Comp Plan, policy T4.15. The reason it did not happen is that there was not agreement within city leadership that this is what they wanted to do. Need to see the individual who will implement Plan and has influence within City Hall to prioritize resources within City Hall to move things along. Note: Transportation Equity. Policy T-4.15. *Complete the 2016 Americans with Disabilities Act (ADA) Transition Plan including a financial plan for constructing and replacing ADA compliant ramps and sidewalks. Develop a prioritized list of ADA compliant routes throughout town, which provide access to key city amenities and services for people with disabilities and implement facilities improvements based on these priorities.*
- PW predecessor decided they would do sidewalks one block at a time (all four sides) irrespective of what was in any kind of ADA Plan or corridor Plan.
- Two budgets combined in past (sidewalk and ADA). \$300,000 designated was not implemented with execution of this Plan. New leadership would be great.
- Glad to provide further information, background as desired.

For a map of the Barrier Busters proposed pedestrian access routes, see **Figure D-4**.

D.2.3 Draft ADA Transition Plan Public Comments

On August 20, 2024, the Draft ADA Transition Plan with appendixes was posted on the city's project webpage for public comment. The Draft Plan public comment period was promoted via newsflash on the city's website homepage, on Facebook®, via direct email to ADA public survey respondents open to receiving follow up correspondence, and to direct stakeholders identified in **Section D.1.3** above.

The Draft Plan was also promoted in the Anacortes American community weekly newspaper publication and its goAnacortes online news site affiliate on September 4, 2024. For the article, see **Appendix D1**.

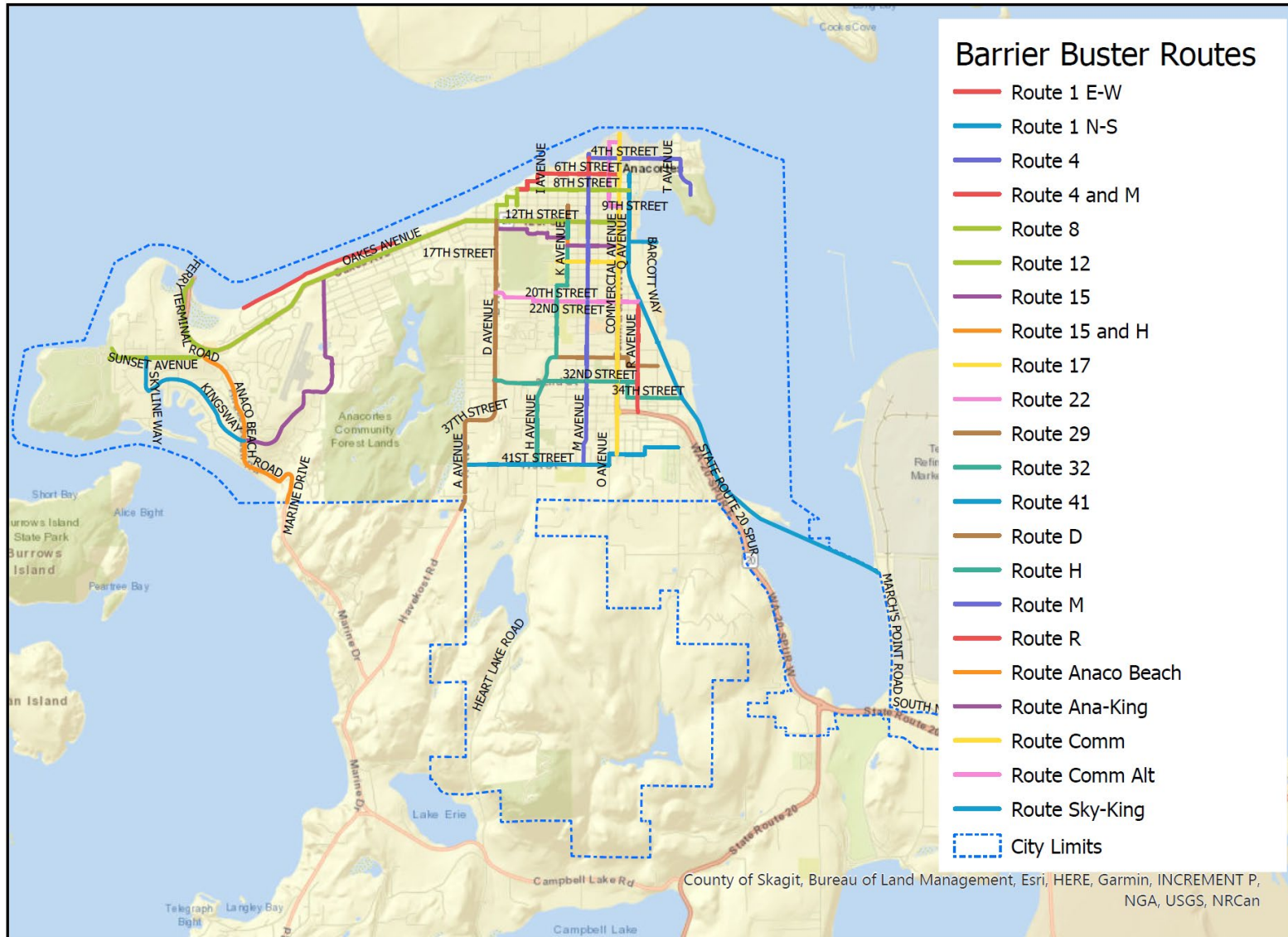
No public comments were received via email on the Draft ADA Transition Plan during the public comment period between August 20 and September 15, 2024.

D.3 Recommendations

It is recommended the city:

- Prioritize barrier removal along the pedestrian access route corridors recommended by the 2006 Barrier Busters Committee. See **Section C.4.4** and **Appendix D2**.
- Prioritize barriers identified by the public for barrier removal before other barriers, including:
 - Curb ramp barriers along 22nd Street utilizing the city's **TIP#15 ADA Curb Ramp** program funds.
 - Sidewalk barriers utilizing the city's **Non-Motorized Improvement** and **Sidewalk Improvement** program funds.

Figure D-4. Barrier Busters Proposed Pedestrian Access Routes



E. Future Actions to Achieve Compliance

The city is pursuing a phased approach to its ADA Self-Evaluation and Transition Plan. This first phase focused on self-evaluation, barrier prioritization, and initial barrier removal scheduling for the public right-of-way including curb ramp and accessible pedestrian signal (APS) barriers, and accessibility at rectangular rapid flashing beacon (RRFB) pedestrian crossings. Other barriers to ADA accessibility need to be addressed in future updates to this Plan.

E.1 Future Actions Needed for the Public Right-of-Way

The city owns/maintains other public right-of-way facilities that were not part of the first phase of self-evaluation and will be evaluated for ADA barriers at a future update to the Plan. These facilities include:

- Sidewalks
- Driveways that intersect pedestrian access routes
- Accessible parking

E.2 Future Actions Needed for Other City Facilities

The city owns/maintains facilities of other types that were not within the scope of this public right-of-way focused Plan. These facilities include:

- City buildings with publicly accessible areas
- City park facilities including building structures, restrooms, and recreational areas
- City trails – non-paved facilities intended for recreational use

The city's 2016 ADA Self-Assessment Report included ADA assessments for the following facilities:

- Buildings
 - City Hall
 - Fire Department
 - Library
 - Museum
 - Police Department
 - Public Works Department – Operations (Maintenance) Shop
 - Public Works Department – Wastewater Treatment Plant
- Parks
 - Ben Root State Park
 - Causland Memorial Park
 - Depot
 - Ace of Hearts Rotary Park
 - John and Doris Tursi Park
 - Mount Erie
 - Storvik Park
 - Volunteer Park
 - Washington Park

These ADA assessment efforts related to building facilities are available on the city's website at: <https://www.anacorteswa.gov/858/ADA-Reports>.

The city's 2016-2017 ADA Update included the following building improvements:

- City Hall Toilets (16-031-IDS)

- Remodel Court Room (16-076-IDS)
- Trial Court Improvements (16-044-IDS)

The city's 2017 Operations Department Completed Improvements Report lists ADA improvements made at the city's Public Works Department Operations Shop. These are available on the city's website:

<https://www.anacorteswa.gov/859/ADA-Updates>.

These documents are referenced here for informational purposes and will be reviewed and incorporated into a future update to the city's ADA Transition Plan.

E.3 Future Actions Needed for Programs, Services, and Activities

The city of Anacortes also provides public programs, services and activities. The city addressed the policy and procedure requirements identified in **Chapter B**. The city will conduct an internal self-assessment and barrier prioritization for programmatic barriers at a future update to the Plan.

On April 24, 2024, the U.S. Department of Justice issued a final rule on the accessibility of web content and mobile applications (apps) provided by state and local governments. State and local governments must make sure their web content and mobile apps meet WCAG 2.1, Level AA within two or three years of when the rule was published on April 24, 2024, depending on their population.

- State and local governments with a population of 50,000 or more persons must be in compliance by April 26, 2026.
- State and local governments with a population between 0-49,999 persons and special district governments must be in compliance by April 26, 2027 (the city of Anacortes is in this category).

For information about and a guide to the recently issued final rule, see **Appendix E**.

E.3 Annual Report of Barriers Removed

To ensure implementation of this ADA Transition Plan, it is recommended that the city incorporate an annual review/update process to track ADA self-evaluation and barrier removal progress. It is recommended that the official responsible for implementation of the PROW ADA Transition Plan coordinate this effort in cooperation with relevant city staff from other departments who are involved with projects that remove ADA barriers, including the Public Works department and its GIS division.

E.4 Five-Year ADA Transition Plan Update Schedule

This ADA Transition Plan is a living document and is intended to be reviewed and updated at five-year intervals. As the Plan is updated, an updated barrier removal schedule will be identified. With each five-year Plan update, an official public comment period is recommended to continue public engagement. The inventories and cost estimates will be re-analyzed at each five-year Plan update to determine patterns of need as it relates to the inventory needs and barrier removal prioritization.

F. Accessibility Regulations, Standards, & Guidelines Resources

This ADA Transition Plan is based on the most recent federal and state ADA regulations, standards, and guidelines. The resources are divided into general and barrier specific groups with links to websites. For the WSDOT Local Agency Guidelines Chapter 29 ADA Title II Checklist for ADA Transition Plans, see **Appendix A**.

F.1 General Resources

Federal ADA Regulations

- State and Local Governments covered by [ADA Title II Regulations \(28 CFR Part 35\)](#)
- Places of Public Accommodation covered by [ADA Title III Regulations \(28 CFR Part 36\)](#)

U.S. Access Board Standards

- [U.S. Access Board DOJ ADA Accessibility Standards \(2010\)](#)

U.S. Department of Justice Guidelines

- [U.S. DOJ ADA Best Practices Tool Kit for State and Local Governments](#)

WSDOT Local Agency Guidelines

- [Local Agency Guidelines: Chapter 29 Section 504 of the Americans with Disabilities Act](#)

F.2 Barrier-Specific Resources

Public Right of Way:

- [ADA Title II Technical Assistance Manual](#)
- [U.S. DOJ ADA Best Practices Tool Kit for State and Local Governments](#)
- [U.S. Access Board PROWAG \(Proposed Public Rights of Way Accessibility Guidelines \(2023\)](#)
- [WSDOT Field Guide for Accessible Public Rights of Way \(2012\)](#)

Building, Park & Trail Facilities

- [ABA \(Architectural Barriers Act\) Chapters 2 and 10 Amendments \(2013\)](#)
- [ADA Title III Technical Assistance Manual](#)
- [US Access Board Federal Outdoor Developed Areas Accessibility Standards \(May 2014\)](#)

Programmatic (Services, Programs and Activities):

- [National ADA Network Title II Tutorial](#)
- [U.S. DOJ ADA Best Practices Tool Kit for State and Local Governments](#)
- [Accessibility of Web Content and Mobile Apps Provided by State and Local Governments](#)

**Public Right-of-Way
ADA (Americans with Disabilities Act)
Self-Evaluation and Transition Plan**



Appendix A1

Federal Accessibility Requirements Documentation

September 2024

Prepared by



A.2.1 Federal ADA Transition Plan Requirements – Full Regulation Text

Under Title II of the ADA, Section 28 CFR Part 35.150 (d) - *Transition plan* outlines the requirements of an ADA Transition Plan:

(1) In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

(2) If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

(3) The plan shall, at a minimum—

(i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;

(ii) Describe in detail the methods that will be used to make the facilities accessible;

(iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and

(iv) Indicate the official responsible for implementation of the plan.

(4) If a public entity has already complied with the transition plan requirement of a Federal agency regulation implementing section 504 of the Rehabilitation Act of 1973, then the requirements of this paragraph (d) shall apply only to those policies and practices that were not included in the previous transition plan.

A.2.2 Federal Accessibility Requirements for Existing Facilities – Full Regulation Text

[Section 28 § 35.150](#) of Title II of the ADA identifies the accessibility requirements for existing facilities:

(a) *General.* A public entity shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. This paragraph does not -

(1) Necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities;

(2) Require a public entity to take any action that would threaten or destroy the historic significance of an historic property; or

(3) Require a public entity to take any action that it can demonstrate would result in a fundamental alteration in the nature of a service, program, or activity or in undue financial and administrative burdens. In those circumstances where personnel of the public entity believe that the proposed action would fundamentally alter the service, program, or activity or would result in undue financial and administrative burdens, a public entity has the burden of proving that compliance with § 35.150(a) of this part would result in such alteration or burdens. The decision that compliance would result in such alteration or burdens must be made by the head of a public entity or his or her designee after considering all resources available for use in the funding and operation of the service, program, or activity, and must be accompanied by a written statement of the reasons for reaching that conclusion. If an action would result in such an alteration or such burdens, a public entity shall take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the public entity.

(b) *Methods* -

(1) *General*. A public entity may comply with the requirements of this section through such means as redesign or acquisition of equipment, reassignment of services to accessible buildings, assignment of aides to beneficiaries, home visits, delivery of services at alternate accessible sites, alteration of existing facilities and construction of new facilities, use of accessible rolling stock or other conveyances, or any other methods that result in making its services, programs, or activities readily accessible to and usable by individuals with disabilities. A public entity is not required to make structural changes in existing facilities where other methods are effective in achieving compliance with this section. A public entity, in making alterations to existing buildings, shall meet the accessibility requirements of § 35.151. In choosing among available methods for meeting the requirements of this section, a public entity shall give priority to those methods that offer services, programs, and activities to qualified individuals with disabilities in the most integrated setting appropriate.

(2)

(i) *Safe harbor*. Elements that have not been altered in existing facilities on or after March 15, 2012 and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS), Appendix A to 41 CFR part 101-19.6 (July 1, 2002 ed.), 49 FR 31528, app. A (Aug. 7, 1984) are not required to be modified in order to comply with the requirements set forth in the 2010 Standards.

(ii) The safe harbor provided in § 35.150(b)(2)(i) does not apply to those elements in existing facilities that are subject to supplemental requirements (*i.e.*, elements for which there are neither technical nor scoping specifications in the 1991 Standards). Elements in the 2010 Standards not eligible for the element-by-element safe harbor are identified as follows –

- (A) *Residential facilities dwelling units*, sections 233 and 809.
- (B) *Amusement rides*, sections 234 and 1002; 206.2.9; 216.12.
- (C) *Recreational boating facilities*, sections 235 and 1003; 206.2.10.
- (D) *Exercise machines and equipment*, sections 236 and 1004; 206.2.13.
- (E) *Fishing piers and platforms*, sections 237 and 1005; 206.2.14.
- (F) *Golf facilities*, sections 238 and 1006; 206.2.15.
- (G) *Miniature golf facilities*, sections 239 and 1007; 206.2.16.
- (H) *Play areas*, sections 240 and 1008; 206.2.17.
- (I) *Saunas and steam rooms*, sections 241 and 612.
- (J) *Swimming pools, wading pools, and spas*, sections 242 and 1009.
- (K) *Shooting facilities with firing positions*, sections 243 and 1010.
- (L) *Miscellaneous*.
- (1) Team or player seating, section 221.2.1.4.
- (2) Accessible route to bowling lanes, section 206.2.11.
- (3) Accessible route in court sports facilities, section 206.2.12.

(3) *Historic preservation programs*. In meeting the requirements of §35.150(a) in historic preservation programs, a public entity shall give priority to methods that provide physical access to individuals with disabilities. In cases where a physical alteration to an historic property is not required because of paragraph (a)(2) or (a)(3) of this section, alternative methods of achieving program accessibility include -

- (i) Using audio-visual materials and devices to depict those portions of an historic property that cannot otherwise be made accessible;
- (ii) Assigning persons to guide individuals with handicaps into or through portions of historic properties that cannot otherwise be made accessible; or
- (iii) Adopting other innovative methods.

(4) *Swimming pools, wading pools, and spas*. The requirements set forth in sections 242 and 1009 of the 2010 Standards shall not apply until January 31, 2013, if a public

entity chooses to make structural changes to existing swimming pools, wading pools, or spas built before March 15, 2012, for the sole purpose of complying with the program accessibility requirements set forth in this section.

(c) *Time period for compliance.* Where structural changes in facilities are undertaken to comply with the obligations established under this section, such changes shall be made within three years of January 26, 1992, but in any event as expeditiously as possible.

(d) *Transition plan.* [See **Section A.2.1** for regulation text.]

A.2.3 Federal Accessibility Requirements for New Construction or Alterations - Full Regulation Text

[Section 28 § 35.151](#) of Title II of the ADA identifies the accessibility requirements for new construction or alterations to existing facilities:

§ 35.151 New construction and alterations.

(a) *Design and construction.*

(1) Each facility or part of a facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities, if the construction was commenced after January 26, 1992.

(2) *Exception for structural impracticability.*

(i) Full compliance with the requirements of this section is not required where a public entity can demonstrate that it is structurally impracticable to meet the requirements. Full compliance will be considered structurally impracticable only in those rare circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features.

(ii) If full compliance with this section would be structurally impracticable, compliance with this section is required to the extent that it is not structurally impracticable. In that case, any portion of the facility that can be made accessible shall be made accessible to the extent that it is not structurally impracticable.

(iii) If providing accessibility in conformance with this section to individuals with certain disabilities (e.g., those who use wheelchairs) would be structurally impracticable, accessibility shall nonetheless be ensured to persons with other types of disabilities, (e.g., those who use crutches or who have sight, hearing, or mental impairments) in accordance with this section.

(b) *Alterations.*

(1) Each facility or part of a facility altered by, on behalf of, or for the use of a public entity in a manner that affects or could affect the usability of the facility or part of the facility shall, to the maximum extent feasible, be altered in such manner that the altered portion of the facility is readily accessible to and usable by individuals with disabilities, if the alteration was commenced after January 26, 1992.

(2) The path of travel requirements of § 35.151(b)(4) shall apply only to alterations undertaken solely for purposes other than to meet the program accessibility requirements of § 35.150.

(3)

(i) Alterations to historic properties shall comply, to the maximum extent feasible, with the provisions applicable to historic properties in the design standards specified in § 35.151(c).

(ii) If it is not feasible to provide physical access to an historic property in a manner that will not threaten or destroy the historic significance of the building or facility, alternative methods of access shall be provided pursuant to the requirements of § 35.150.

(4) *Path of travel.* An alteration that affects or could affect the usability of or access to an area of a facility that contains a primary function shall be made so as to ensure that, to the maximum extent feasible, the path of travel to the altered area and the restrooms, telephones, and drinking fountains serving the altered area are readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, unless the cost and scope of such alterations is disproportionate to the cost of the overall alteration.

(i) *Primary function.* A “primary function” is a major activity for which the facility is intended. Areas that contain a primary function include, but are not limited to, the dining area of a cafeteria, the meeting rooms in a conference center, as well as offices and other work areas in which the activities of the public entity using the facility are carried out.

(A) Mechanical rooms, boiler rooms, supply storage rooms, employee lounges or locker rooms, janitorial closets, entrances, and corridors are not areas containing a primary function. Restrooms are not areas containing a primary function unless the provision of restrooms is a primary purpose of the area, *e.g.*, in highway rest stops.

(B) For the purposes of this section, alterations to windows, hardware, controls, electrical outlets, and signage shall not be deemed to be alterations that affect the usability of or access to an area containing a primary function.

(ii) A “path of travel” includes a continuous, unobstructed way of pedestrian passage by means of which the altered area may be approached, entered, and

exited, and which connects the altered area with an exterior approach (including sidewalks, streets, and parking areas), an entrance to the facility, and other parts of the facility.

(A) An accessible path of travel may consist of walks and sidewalks, curb ramps and other interior or exterior pedestrian ramps; clear floor paths through lobbies, corridors, rooms, and other improved areas; parking access aisles; elevators and lifts; or a combination of these elements.

(B) For the purposes of this section, the term “path of travel” also includes the restrooms, telephones, and drinking fountains serving the altered area.

(C) *Safe harbor.* If a public entity has constructed or altered required elements of a path of travel in accordance with the specifications in either the 1991 Standards or the Uniform Federal Accessibility Standards before March 15, 2012, the public entity is not required to retrofit such elements to reflect incremental changes in the 2010 Standards solely because of an alteration to a primary function area served by that path of travel.

(iii) *Disproportionality.*

(A) Alterations made to provide an accessible path of travel to the altered area will be deemed disproportionate to the overall alteration when the cost exceeds 20% of the cost of the alteration to the primary function area.

(B) Costs that may be counted as expenditures required to provide an accessible path of travel may include:

(1) Costs associated with providing an accessible entrance and an accessible route to the altered area, for example, the cost of widening doorways or installing ramps;

(2) Costs associated with making restrooms accessible, such as installing grab bars, enlarging toilet stalls, insulating pipes, or installing accessible faucet controls;

(3) Costs associated with providing accessible telephones, such as relocating the telephone to an accessible height, installing amplification devices, or installing a text telephone (TTY); and

(4) Costs associated with relocating an inaccessible drinking fountain.

(iv) *Duty to provide accessible features in the event of disproportionality.*

(A) When the cost of alterations necessary to make the path of travel to the altered area fully accessible is disproportionate to the cost of the overall alteration, the path of travel shall be made accessible to the extent that it can be made accessible without incurring disproportionate costs.

(B) In choosing which accessible elements to provide, priority should be given to those elements that will provide the greatest access, in the following order -

- (1) An accessible entrance;
- (2) An accessible route to the altered area;
- (3) At least one accessible restroom for each sex or a single unisex restroom;
- (4) Accessible telephones;
- (5) Accessible drinking fountains; and
- (6) When possible, additional accessible elements such as parking, storage, and alarms.

(v) *Series of smaller alterations.*

(A) The obligation to provide an accessible path of travel may not be evaded by performing a series of small alterations to the area served by a single path of travel if those alterations could have been performed as a single undertaking.

(B)

(1) If an area containing a primary function has been altered without providing an accessible path of travel to that area, and subsequent alterations of that area, or a different area on the same path of travel, are undertaken within three years of the original alteration, the total cost of alterations to the primary function areas on that path of travel during the preceding three year period shall be considered in determining whether the cost of making that path of travel accessible is disproportionate.

(2) Only alterations undertaken on or after March 15, 2011 shall be considered in determining if the cost of providing an accessible path of travel is disproportionate to the overall cost of the alterations.

(c) *Accessibility standards and compliance date.*

(1) If physical construction or alterations commence after July 26, 1992, but prior to September 15, 2010, then new construction and alterations subject to this section must

comply with either UFAS or the 1991 Standards except that the elevator exemption contained at section 4.1.3(5) and section 4.1.6(1)(k) of the 1991 Standards shall not apply. Departures from particular requirements of either standard by the use of other methods shall be permitted when it is clearly evident that equivalent access to the facility or part of the facility is thereby provided.

(2) If physical construction or alterations commence on or after September 15, 2010 and before March 15, 2012, then new construction and alterations subject to this section may comply with one of the following: The 2010 Standards, UFAS, or the 1991 Standards except that the elevator exemption contained at section 4.1.3(5) and section 4.1.6(1)(k) of the 1991 Standards shall not apply. Departures from particular requirements of either standard by the use of other methods shall be permitted when it is clearly evident that equivalent access to the facility or part of the facility is thereby provided.

(3) If physical construction or alterations commence on or after March 15, 2012, then new construction and alterations subject to this section shall comply with the 2010 Standards.

(4) For the purposes of this section, ceremonial groundbreaking or razing of structures prior to site preparation do not commence physical construction or alterations.

(5) *Noncomplying new construction and alterations.*

(i) Newly constructed or altered facilities or elements covered by §§ 35.151(a) or (b) that were constructed or altered before March 15, 2012, and that do not comply with the 1991 Standards or with UFAS shall before March 15, 2012, be made accessible in accordance with either the 1991 Standards, UFAS, or the 2010 Standards.

(ii) Newly constructed or altered facilities or elements covered by §§ 35.151(a) or (b) that were constructed or altered before March 15, 2012 and that do not comply with the 1991 Standards or with UFAS shall, on or after March 15, 2012, be made accessible in accordance with the 2010 Standards.

Appendix to 35.151(c)

Compliance Date for New Construction or Alterations	Applicable Standards
Before September 15, 2010	1991 Standards or Uniform Federal Accessibility Standards (UFAS)
On or after September 15, 2010, and before March 15, 2012	1991 Standards, UFAS, or 2010 Standards
On or after March 15, 2012	2010 Standards

(d) *Scope of coverage.* The 1991 Standards and the 2010 Standards apply to fixed or built-in elements of buildings, structures, site improvements, and pedestrian routes or vehicular ways

located on a site. Unless specifically stated otherwise, the advisory notes, appendix notes, and figures contained in the 1991 Standards and the 2010 Standards explain or illustrate the requirements of the rule; they do not establish enforceable requirements.

(e) *Social service center establishments.* [See full regulations.]

(f) *Housing at a place of education.* [See full regulations.]

(g) *Assembly areas.* [See full regulations.]

(h) *Medical care facilities.* [See full regulations.]

(i) *Curb ramps.*

(1) Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.

(2) Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways.

(j) *Facilities with residential dwelling units for sale to individual owners.* [See full regulations.]

(k) *Detention and correctional facilities.*

(1) New construction of jails, prisons, and other detention and correctional facilities shall comply with the 2010 Standards except that public entities shall provide accessible mobility features complying with section 807.2 of the 2010 Standards for a minimum of 3%, but no fewer than one, of the total number of cells in a facility. Cells with mobility features shall be provided in each classification level.

(2) *Alterations to detention and correctional facilities.* Alterations to jails, prisons, and other detention and correctional facilities shall comply with the 2010 Standards except that public entities shall provide accessible mobility features complying with section 807.2 of the 2010 Standards for a minimum of 3%, but no fewer than one, of the total number of cells being altered until at least 3%, but no fewer than one, of the total number of cells in a facility shall provide mobility features complying with section 807.2. Altered cells with mobility features shall be provided in each classification level. However, when alterations are made to specific cells, detention and correctional facility operators may satisfy their obligation to provide the required number of cells with mobility features by providing the required mobility features in substitute cells (cells other than those where alterations are originally planned), provided that each substitute cell -

(i) Is located within the same prison site;

(ii) Is integrated with other cells to the maximum extent feasible;

(iii) Has, at a minimum, equal physical access as the altered cells to areas used by inmates or detainees for visitation, dining, recreation, educational programs,

medical services, work programs, religious services, and participation in other programs that the facility offers to inmates or detainees; and

(iv) If it is technically infeasible to locate a substitute cell within the same prison site, a substitute cell must be provided at another prison site within the corrections system.

(3) With respect to medical and long-term care facilities in jails, prisons, and other detention and correctional facilities, public entities shall apply the 2010 Standards technical and scoping requirements for those facilities irrespective of whether those facilities are licensed.

Public Right-of-Way ADA (Americans with Disabilities Act) Self-Evaluation and Transition Plan



Appendix A2

**WSDOT Local Agency Guidelines Chapter 29
Including Appendix 29.11 Checklist**

September 2024

Prepared by



Chapter 29 Section 504 and the Americans with Disabilities Act

29.1 General Discussion

This chapter summarizes the regulations and implementing requirements local agencies shall follow regarding services, programs, and activities in or that affect the public right of way.

Section 504 of the *Rehabilitation Act of 1973* (Section 504) states that no person with a disability shall be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity that receives Federal funding. This includes both transportation and non-transportation funding. Transportation funding includes funding from the United States Department of Transportation (USDOT) or the operating administrations under it (Federal Highway Administration, Federal Transit Administration, Federal Railroad Administration, Federal Aviation Administration, Research and Special Programs Administration, National Highway Traffic Safety Administration, or the U.S. Coast Guard).

Section 504 extends to the entire operations of a recipient or subrecipient, regardless of the specific funding source of a particular operation. Section 504 Regulations ([49 CFR Part 27.5](#)) define a recipient as any public entity that receives Federal financial assistance from the USDOT or its operating administrations either directly or through another recipient. An example of a recipient is WSDOT an example of a subrecipient is a local agency receiving USDOT funds through WSDOT, for projects/programs/activities administered by the local agency.

All public entities shall follow the *Americans with Disabilities Act of 1990* (ADA), regardless of funding sources. The ADA is mirrored after Section 504 but extends the reach of Federal accessibility laws to include those agencies that are not recipients or subrecipients of Federal funding. Title II ([28 CFR Part 35](#)) of the ADA specifically pertains to state and local governments.

The respective Federal funding agency (FHWA) and WSDOT will ensure that local agencies comply with Section 504 and the ADA. For more information about Section 504 and the ADA, please see WSDOT Equal Opportunity ADA website: www.wsdot.wa.gov/EqualOpportunity/ADA.htm

Local agency public works staff should also refer to [Chapter 42](#) of the Local Agency Guidelines (LAG) for technical information specific to public right-of-way facilities.

29.2 Assurances

Each local agency that receives Federal funding from the USDOT or its operating administrations (such as FHWA) shall submit a written assurance that all of its services, programs, and activities will be conducted in compliance with Section 504 and the ADA. The assurance shall be signed by the Agency Executive, and submitted to each agency (such as WSDOT) administering funds for the USDOT or an operating administration.

Federal aid projects administered through WSDOT require a Local Agency Agreement between the local agency and WSDOT. That agreement may serve as the local agency's assurance of compliance with Section 504 and the ADA as long as it is signed by the Agency Executive and states the following:

In accordance with Section 504 and the ADA, the Agency shall not discriminate on the basis of disability in any of its programs, services, or activities.

29.3 Administrative Requirements

The following list and [Appendix 29.11](#) summarize some of the key requirements of Section 504 and the ADA. Note that when a requirement cites a number of employees, that number is the number of paid permanent, temporary, and contract employees regardless of whether the employees are full or part time.

- Each agency, regardless of the number of employees and funding sources, shall ensure that its services, programs, and activities are accessible to persons with disabilities. Some things this includes are:
 - Transportation and community evacuation elements of emergency management programs/plans
 - Communications. Communications with persons with disabilities shall be as effective as communications with other persons. This applies to all forms of communications, including information posted on an agency's website (ref. Section 508 of the Rehabilitation Act and the ADA), emergency services communications, pedestrian signal systems, etc.
 - Maintenance of programs and facilities. This includes maintaining accessibility of pedestrian facilities that may be impacted by overgrown vegetation, snow/ice, severe heaving/cracking of surfaces, construction work zones, etc. Pedestrian signals/pushbuttons must also be accessible and maintained in working order.
 - New construction and altered facilities.
- Each agency regardless of the number of employees shall designate at least one person as its ADA/504 Coordinator. The individual designated as the ADA/504 Coordinator is responsible for coordinating ADA/Section 504 compliance throughout the agency. The agency shall provide the name, office address, and telephone number of the ADA/504 Coordinator both internally and externally. This information is required to be posted in areas likely to be viewed by employees and the general public (such as the agency's Web page, etc.).
- Each agency regardless of the number of employees shall adopt and publish grievance/complaint procedures. These procedures shall be posted internally and externally and be made available in alternative formats that address the needs of persons with mobility, visual, and hearing disabilities. This information is required to be posted in areas likely to be viewed by employees and the general public (such as the agency's Web page).

- Each agency, regardless of the number of employees, shall provide public notice of its ADA provisions. This notice shall contain a brief description about how the agency will address ADA accessibility in its employment, communications, policies, and resolution of complaints. This notice shall be placed in locations and/or facilities that are accessible internally and externally and be available in alternative formats that address the needs of persons with mobility, visual, and hearing disabilities. Information placed on the agency's Web page counts as posting externally.
- Each agency, regardless of the number of employees, shall conduct a self-evaluation of its policies, programs, services, and activities to determine whether Section 504/ADA accessibility requirements are being met. This includes all public right-of-way facilities. See [Appendix 29.11](#). Each agency shall provide an opportunity for interested parties (i.e., persons with disabilities/advocacy groups) to participate in the process.
- Each agency with 50 or more employees shall develop a transition plan (See Section 29.4) when structural modifications, identified through a self-evaluation process, are necessary to achieve program accessibility under the ADA. While Section 504 regulations contain similar requirements, there is no employee threshold and the regulation is not as descriptive as the ADA regulations. Therefore, each agency with fewer than 50 employees that is a recipient or subrecipient of Federal financial assistance shall develop a program access plan. See [Section 29.4](#) for the requirements of these plans.

An agency's self-evaluation and transition plan must cover all of the agency's programs (including facilities), services, and activities. The information contained in this chapter is intended to provide local agency transportation departments (i.e., public works) with guidance/expectations for addressing ADA accessibility requirements associated with public right-of-way facilities.

29.4 Transition Plan, Program Access Plan, and Accessible Pedestrian Signal and Pushbutton Policy

Each agency shall provide an opportunity for interested parties (i.e., persons with disabilities/advocacy groups) to participate in the process to develop a transition plan or program access plan.

FHWA considers transition plans and program access plans to be living documents. The applicable plan should be used in conjunction with the planning and prioritizing of projects, and for monitoring progress on completing modifications. If the time period of the plan is longer than one year, the plan shall identify steps that will be taken during each year of the transition period. FHWA also recommends that the plan be updated annually until all planned modifications have been completed.

Transition Plan

As stated in [Section 29.3](#) of this chapter, agencies with 50 or more employees (ADA), regardless of funding source, shall develop a transition plan when structural modifications are necessary to achieve ADA compliance. Based on the agency's self-evaluation, at a minimum the plan shall:

- Identify the physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities, including those within the public right of way.
- Describe in detail the methods that will be used to make the facilities accessible.

- Specify the schedule for each facility and/or obstacle to be retrofitted. FHWA recommends that an agency include the estimated cost of each modification as part of the schedule, to assist in the budget and/or Transportation Improvement Program (TIP) preparation.
- Identify the official responsible for implementation of the plan. This is typically the agency's Executive, or the agency's designated ADA/504 Coordinator who has the authority to act on behalf of the agency's Executive.

Program Access Plan

As stated in [Section 29.3](#), agencies with fewer than 50 employees and a recipient of Federal financial assistance are required to develop a program access plan. Similar to a transition plan, agencies shall:

- Identify the physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities, including those within the public right of way.
- Describe in detail the methods/actions needed to make the facilities accessible.
- Specify a schedule (milestones) of when the agency plans to make the necessary modifications.

Accessible Pedestrian Signal and Pushbutton (APS) Policy

Based on input from the U.S. Department of Justice (DOJ), it is FHWA's policy to require recipients and subrecipients (of FHWA funding) to establish a "reasonable and consistent" policy for installing accessible pedestrian signals and pushbuttons (APS) on all alteration and new construction projects, consistent with the requirements of Title II of the ADA ([28 CFR Part 35.151](#)) and Section 504 regulations ([49 CFR Part 27.7\(c\)](#)). This policy should be part of a transition plan, program access plan, or a stand-alone document if a transition plan or program access plan has not yet been completed. FHWA and WSDOT will work with local agencies to ensure that all new and altered pedestrian signal and pushbutton installations are usable by persons with visual disabilities.

29.5 Requirements for New Construction and Alterations in the Public Right of Way

Title II of the ADA requires that new and altered facilities be designed and constructed to be readily accessible to and usable by persons with disabilities.

New Construction

New construction projects address the construction of a new roadway, interchange, or other transportation facility where none existed before. New construction is expected to meet the highest level of ADA accessibility unless it is structurally impracticable to achieve full compliance. Full compliance will be considered structurally impracticable only when, in rare circumstances, the unique characteristics of terrain prevent full compliance.

Alterations

The vast majority of construction projects undertaken by local agency public works/ transportation departments are classified as alterations. An alteration is a change that affects or could affect the usability of a facility or part of a facility. Alterations include reconstruction, major rehabilitation, widening, resurfacing (e.g., asphalt overlays and mill and fill), signal installation and upgrades, and projects of similar scale and effect. Alterations to existing facilities shall meet new construction standards unless it is technically infeasible to do so. If full ADA compliance cannot be achieved in an alteration, the agency shall alter the facility to provide the maximum degree of accessibility possible. The feasibility meant by this standard is physical possibility only. Neither cost nor schedule are factors in determining whether the ADA standards can be met, nor are they factors in determining the feasibility of complying with the standard.

An alteration project shall be planned, designed, and constructed so that the required accessibility improvements occur at the same time as the alteration. If a project involves resurfacing the street, connections between the sidewalk and street crossings (i.e., curb ramps) are considered to be within the scope of the alteration project. Any accessibility issues shall be addressed in conjunction with the resurfacing project, either prior to or at the same time as the resurfacing project. For the requirements for curb ramps during resurfacing projects, see USDOJ-USDOT's Joint Technical Assistance document, dated July 8, 2013 and the Supplement to this document, dated December 1, 2015; and a FHWA recorded webinar from FHWA, dated March 1, 2016.

Safe Harbor for Alterations

Both the Section 504 and ADA requirements contain a "safe harbor" provision. However, there is a difference in the timeline associated with the Section 504 safe harbor provision and the ADA safe harbor provision.

If an agency receives Federal financial assistance from USDOT – either directly or through another USDOT recipient (such as WSDOT), the agency is subject to the 2004 ADA Accessibility Guidelines (2004 ADAAG).

This became effective in 2006 when the USDOT adopted the 2004 ADA Accessibility Guideline (2004 ADAAG) into its Section 504 regulations. This document is known as the 2004 ADA Standards. The 2004 Standards have a "safe harbor" provision for curb ramps. The provision is that if a curb ramp was constructed or altered prior to November 29, 2006, and complies with either the 1991 ADA Standards for Accessible Design (1991 ADA Accessibility Guidelines) or the Uniform Federal Accessibility Standards (UFAS), it does not need to be modified as part of a roadway resurfacing project. If this is not the case, or if the curb ramp is in disrepair then the curb ramp and its detectable warnings (truncated domes) must be brought into compliance with the 2004 Standards at the time of an alteration. As mentioned above in Section 29.1, if an agency receives Federal financial assistance from USDOT – either directly or through another DOT recipient (such as WSDOT), then the agency is subject to the 2004 ADAAG as part of the USDOT Section 504 regulations.

For those agencies who are not a recipient or subrecipient of Federal financial assistance from USDOT, the safe harbor provision in the 2010 ADA Standards for Accessible Design (2010 Standards) applies. Under the 2010 Standards' safe harbor provision, if curb ramps were built or altered (in existing facilities) prior to March 15, 2012 and if they comply with

the 1991 Standards or the UFAS, they do not need to be modified as part of a resurfacing project.

However, if an existing curb ramp does not comply with either the 1991 Standards or the UFAS (including if the curb ramp is in a state of disrepair), then the Safe Harbor provision does not apply and the curb ramp would need to be brought into compliance with the 2010 Standards at the time of roadway alteration.

When curb ramps or abutting sidewalks abutting ramps are altered, they shall be reconstructed to meet the 2010 Standards. For additional curb ramp design guidance, see LAG manual [Chapter 42](#).

Documentation for Structural Impracticability and Maximum Extent Feasible

While ADA/Section 504 regulations do not require documentation of the application of structural impracticability nor maximum extent feasible, both FHWA and the U.S. Access Board recommend that these instances be documented so the agency can support its decisions if challenged at a later date. The documentation of these instances should reveal the standard of care that guided engineering judgments. While careful documentation will not protect an agency against complaint, evidence of the considerations that led to the specific project solution may be persuasive in discussions with stakeholders or in court.

As described in the *Design Manual M 22-01*, WSDOT has a documentation procedure for applications of maximum extent feasible in alteration projects on state routes. If a local agency applies maximum extent feasible to a pedestrian facility located on a state route, it is WSDOT's expectation that the agency follow the WSDOT documentation procedure described in the *Design Manual M 22-01*. The completed documentation should be contained in local agency project files to document the agencies design efforts in complying with the ADA/Section 504 requirements.

If a local agency finds the need to apply maximum extent feasible to a pedestrian facility that is not located on a state route, the WSDOT documentation procedure does not need to be followed. However, it is highly recommended that the agency develop its own documentation protocol for such situations that is consistent with the FHWA and U.S. Access Board recommendations.

29.6 Monitoring and Enforcement

Responsibility for monitoring and enforcement of Section 504 rests with the Federal funding agency (such as FHWA). While USDOJ has the ultimate enforcement authority for ADA compliance, USDOJ has delegated monitoring and enforcement responsibility to several Federal executive agencies including the USDOT and its operating administrations (such as FHWA).

FHWA requires WSDOT to monitor and enforce the compliance with both Section 504 and the ADA of any entity receiving disbursement of either state or Federal funding through WSDOT. FHWA monitors WSDOT and local agency compliance through various means such as process and program reviews, construction inspections, PS&E reviews, and complaint investigations. If noncompliance is found, and the noncompliance is not corrected to FHWA's satisfaction, FHWA may terminate existing Federal funding or refuse to grant future funding.

29.7 Laws

- 29 USC 794 - Section 504 of the Rehabilitation Act of 1973 (as amended by the Civil Rights Restoration Act of 1987)
- 42 USC 12111 - Americans with Disabilities Act (Title II)

29.8 Regulations

- [28 CFR Part 35](#) (Title II) “Nondiscrimination on the Basis of Disability in State and Local Government Services”
- [49 CFR Part 27](#) (Section 504) “Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance”
- [49 CFR Part 37](#) “Transportation Services for Individuals with Disabilities (ADA)”
- [49 CFR Part 38](#) “Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles”

29.9 Resources

- Chapters [1510](#) and [1515](#) of the *Design Manual* M 22-01
- [Chapter 42](#) of this manual

29.10 Appendices

- [29.11](#) ADA Title II and Section 504 Regulatory References

Appendix 29.11 ADA Title II and Section 504 Regulatory References

ADA Title II and Rehabilitation Act Section 504 Regulatory References	Requirements for agencies with less than 50 employees	Requirements for agencies with 50 or more employees
Programs, Services, and Activities: Ensure that programs, services, and activities are accessible to persons with disabilities. (28 CFR Part 35.150(a) and (c))	✓	✓
ADA/504 Coordinator: Designate at least one responsible employee (ADA/504 Coordinator) and make the name and contact information available internally and externally. (28 CFR Part 35.107(a) and 49 CFR Part 27.13(a))	✓	✓
Complaint/Grievance Procedures: Adopt and publish complaint/grievance procedures. (28 CFR Part 35.107(b) and 49 CFR Part 27.13(b))	✓	✓
Notice of ADA Provisions: Provide a public notice of how the agency will address ADA accessibility in its employment, communications, policies, and resolution of complaints. (28 CFR 35.106)	✓	✓
Self-evaluation²: Evaluate all services, policies, and practices for barriers that restrict/limit persons with disabilities from access to services, programs, and activities. (28 CFR Part 35.105(a) and 49 CFR Part 27.11(c)(2)(i) and (v))	✓	✓
Self-evaluation²: Maintain the completed self-evaluation on file and make it available for public inspection for at least three years following its completion. (28 CFR Part 35.105(c) and 49 CFR Part 27.11(c)(3)(ii):	✓	✓
Transition Plan²/Program Access Plan: Develop a transition plan or program access plan that outlines the structural modifications that must be made to those services, programs, and activities that are not accessible. (28 CFR Part 35.150(d) and 49 CFR Part 27.11(c)(2)(ii))	✓ program access plan	✓ transition plan (post it on the agency's website)
Accessible Pedestrian Signal and Pushbutton (APS) Policy²: Develop a "reasonable and consistent" policy for installing accessible pedestrian signals and pushbuttons when a transition plan has not yet been completed. (28 CFR Part 35.130 and 35.160a(1) and 49 CFR Part 27.7(c))	✓	✓

Notes:

¹Employees include paid permanent, temporary, and contract employees regardless of whether the employees are full or part time.

²Complete self-evaluations, and develop transition plans, program access plan and APS policies by engaging persons with disabilities and/or their advocates (28 CFR Parts 35.105 and 35.150 and 49 CFR Part 27.11(c)(2)).

Public Right-of-Way ADA (Americans with Disabilities Act) Self-Evaluation and Transition Plan



Appendix B1

Public Notice of ADA Provisions

September 2024

Prepared by





City of Anacortes

Public Notice Under the Americans with Disabilities Act



In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Anacortes will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: The City of Anacortes does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

Effective Communication: The City of Anacortes will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally City of Anacortes programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City of Anacortes will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in City of Anacortes offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Anacortes should contact the office of Sidney Neel, ADA/504 Coordinator, by email at sidneyn@cityofanacortes.org or by phone at (360) 588-8330 (for TTY, dial 7-1-1), as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Anacortes to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the City of Anacortes is not accessible to persons with disabilities should be directed to Sidney Neel, ADA/504 Coordinator, by email at sidneyn@cityofanacortes.org or by phone at (360) 588-8330 (for TTY, dial 7-1-1).

The City of Anacortes will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Public Right-of-Way ADA (Americans with Disabilities Act) Self-Evaluation and Transition Plan



Appendix B2

ADA Grievance Procedure and Forms

September 2024

Prepared by





City of Anacortes

Grievance Procedure under The Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Anacortes. The City of Anacortes's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or their designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Sidney Neel, ADA/504 Coordinator
(360) 588-8330
TTY: 7-1-1 or 1-800-833-6388
Email: sidneyneel@cityofanacortes.org

Within 15 calendar days after receipt of the complaint, the ADA/504 Coordinator or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA/504 Coordinator or their designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio recording. The response will explain the position of the City of Anacortes and offer options for substantive resolution of the complaint.

If the response by the ADA/504 Coordinator or their designee does not satisfactorily resolve the issue, the complainant and/or their designee may appeal the decision within 15 calendar days after receipt of the response to the City's Legal Department.

Within 15 calendar days after receipt of the appeal, the City's Legal Department will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City's Legal Department will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA/504 Coordinator or their designee, appeals to the City's Legal Department, and responses from these two offices will be retained by the City of Anacortes for at least three years.



City of Anacortes - ADA Grievance Form

Complainant Name: _____

Designee Preparing Grievance (if different from Complainant): _____

Designee's Relationship to Complainant: _____

Street Address & Apt. No.: _____

City: _____

State: _____

Zip: _____

Phone: () _____

E-mail: _____

Preferred contact method to discuss grievance: _____

Please provide a complete description of the specific grievance:

Please specify any location(s) related to the grievance (if applicable):

Please state what you think should be done to resolve the grievance:

Please attach additional pages as needed.

☐

Please do not contact me personally.

Signature: _____ Date: _____

Return to: City of Anacortes, Sidney Neel, ADA/504 Coordinator, 904 6th Street, Anacortes, WA 98221 or email to sidneyn@cityofanacortes.org.

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact Sidney Neel, ADA/504 Coordinator at the address listed above, by e-mail to sidneyn@cityofanacortes.org, by telephone at 360-588-8330, or 7-1-1 (Washington Telecommunication Relay Service).



City of Anacortes - ADA Grievance Appeal Form

Complainant Name: _____

Designee Preparing Grievance (if different from Complainant): _____

Designee's Relationship to Complainant: _____

Street Address & Apt. No.: _____

City: _____

State: _____

Zip: _____

Phone: () _____

E-mail: _____

Preferred contact method to discuss grievance: _____

PLEASE PROVIDE A DETAILED EXPLANATION OF WHY YOU BELIEVE THE RESPONSE FROM THE CITY'S ADA COORDINATOR DID NOT SATISFACTORILY RESOLVE YOUR GRIEVANCE (Please attach a complete copy of your initial grievance and the response resolution letter from the City's ADA Coordinator):

APPEAL REMEDY REQUESTED:

Please attach additional pages as needed.

Signature: _____ Date: _____

Return to: City of Anacortes, Sidney Neel, ADA/504 Coordinator, 904 6th Street, Anacortes, WA 98221 or email to sidneyn@cityofanacortes.org, who will forward to the City's Legal Department.

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact Sidney Neel, ADA/504 Coordinator at the address listed above, by e-mail to sidneyn@cityofanacortes.org, by telephone at 360-588-8330, or 7-1-1 (Washington Telecommunication Relay Service).

Public Right-of-Way ADA (Americans with Disabilities Act) Self-Evaluation and Transition Plan



Appendix B3

2024 Accessible Pedestrian Signal Policy

September 2024

Prepared by



July 2024



Policy Regarding Installation of Accessible Pedestrian Signals (APS)

Intent: Under Title II of the Americans with Disabilities Act (ADA), state and local governments are obligated to provide “effective communication” for those using or accessing public programs, services, and activities. For pedestrians living with visual and/or hearing impairments, audible and vibrotactile communication may be provided by means of Accessible Pedestrian Signals (APS) at signalized intersections. These signals can provide information in an “effective” or accessible format to assist in making signalized street crossings easier to use for all pedestrians.

In addition, state and local governments are obligated to make public programs, services, and activities accessible to those living with disabilities when existing facilities are altered or when new facilities are constructed.

It is the City’s intention to be consistent with the most current version of the WSDOT Local Agency Guideline Chapter 29.4 and the Public Right of Way Access Guidelines (PROWAG) in the provision and location of accessible pedestrian signals and pushbuttons. Further guidance is available in 28 CFR Part 36 and MUTCD sections 4K and 4L.

Purpose: The purpose of this policy is to establish a reasonable and consistent policy for installing APS to ensure that access for persons with disabilities is provided. This policy defines under what circumstances APS devices will be provided when an existing traffic signal or beacon is altered or a new traffic signal or beacon is installed within the jurisdiction of the City of Anacortes.

Scope: Both the Rehabilitation Act of 1973 (Section 504) and the Americans with Disabilities Act of 1990 require that facilities, programs, and services be accessible to persons with disabilities. Both require that all new construction and alterations be accessible to persons with disabilities. This requirement means that pedestrian signals or beacons in new construction and alterations must be accessible to persons with disabilities, including vision impairment, vision and hearing impairment, cognitive impairment, and mobility impairment.

Pedestrian signals are required to communicate WALK signal information in both audible and vibrotactile modes so they are usable by pedestrians with vision impairment and vision and hearing impairment. Pushbuttons to actuate pedestrian signals must be able to be located by persons with vision impairments and able to be actuated by persons with mobility impairments.

Rectangular Rapid Flashing Beacons (RRFBs) should not have an audible or vibrotactile walk indication, as these would falsely convey to a pedestrian who is blind or has low vision that the traffic has been stopped by a traffic control device. Instead, a speech message should state the status of the beacon, such as “the beacon is flashing” which is consistent with the visual indications of the device. An RRFB is not useful to a person who is blind or who has low vision without a speech message. The pedestrian actuated button of the RRFB should also meet reach and pole placement requirements (as is the case for APS pushbuttons) to provide access to persons in mobility devices.

Applicability: This policy applies equally to new construction and alterations performed or required by either the City or private developers.

July 2024

**A. New Traffic Signals and Pedestrian Actuated Signals (Pedestrian Signals and Pedestrian Beacons):**

All new traffic signals and pedestrian actuated signals (pedestrian signals and pedestrian beacons) are to be constructed with APS.

B. Existing Signals: For existing signal systems only, the requirement for installation of APS is determined as follows:

1. Existing Traffic Signals: Installation of APS is not required unless specifically requested by the public through the City's SeeClickFix, ADA Grievance, or other notification process and is determined to be necessary for accommodation under the ADA by the City of Anacortes.

2. Existing Pedestrian Actuated Signals (Pedestrian Signals and Pedestrian Beacons): Installation of APS is not required unless specifically requested by the public through the City's SeeClickFix, ADA Grievance, or other notification process and is determined to be necessary for accommodation under the ADA by the City of Anacortes.

C. Alterations to Existing Signals¹**1. Traffic Signal Alterations**

a. The alteration of a traffic signal that adds vehicle or pedestrian phases, (excluding overlaps, flashing yellow arrows, or leading pedestrian intervals) will require installation of APS including curb ramps if necessary.

b. Any traffic signal alteration that is a result of roadway modifications that add additional traffic lanes will require the installation of APS including curb ramps.

2. Pedestrian Actuated Signal Alterations (Pedestrian Signals and Pedestrian Beacons): The alteration of a pedestrian signal that modifies the operation of the display system will require installation of APS including curb ramps if necessary.

D. Traffic Signal and Beacon Maintenance Activities: Routine maintenance including replacing like-for-like equipment with no operational changes to the traffic signal display or control system will not require installation of APS.

E. Traffic Signal and Beacon Emergency Repairs: Emergency repairs replacing like-for-like equipment with no operational changes to the traffic signal will not require installation of APS.

F. Curb Ramp Alterations: Replacement or construction of curb ramps at an existing signalized intersections and beacons shall not require concurrent installation of APS, however, the pedestrian pushbutton pole locations for the new ramp(s) shall be consistent with requirements for APS installation in the future. This may require installation or relocation of pedestrian pushbutton poles in addition to the curb ramp(s). Receiving ramps will be upgraded to ADA standards and meet the APS requirements stated above.

G. Requests from the Public: If the City receives a request through its SeeClickFix or other notification process for the installation of a new traffic signal or pedestrian actuated signal or mid-block crossing at a location where no facility exists, the City will go through a process, to include an engineering study as

July 2024



determined by the City, to determine how, if, and/or when it can add the requested facility to the City's ADA Transition Plan, Capital Facilities Plan and budget.

H. Grievances/Complaints: Any individual who believes that they are a victim of discrimination, prohibited by Title II, may file an ADA grievance/complaint with the City of Anacortes. Grievances/complaints on behalf of classes of individuals are also permitted. Information on how to file an ADA grievance/complaint is available from the City's [Grievance Procedure](#) posted on the City's website.

I. Relevant Legal Authority and Best Practices:

- *Americans with Disabilities Act of 1990* (ADA) (42 USC § 12101 et seq.) (28 Code of Federal Regulations [CFR] Part 35, Appendix A, as revised July 1, 1994, as amended September 25, 2008)
- 29 U.S.C. 794d, as amended by the Workforce Investment Act of 1998 (P.L. 105-220), August 7, 1998, Section 508 of the Rehabilitation Act
- 49 CFR Part 27 Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance (Authority: Section 504 of The Rehabilitation Act of 1973, as amended 29 USC § 794)
- 2023 Manual on Uniform Traffic Control Devices (MUTCD), Sections 4K-4L
- Public Right of Way Accessibility Guidelines (PROWAG) R206 Accessible Pedestrian Signals and Pedestrian Pushbuttons
- WSDOT Field Guide for Accessible Public Rights of Way (2012)

Approved by:

Logan Lee, P.E.
City Engineer

Date

¹**WSDOT LAG Manual Definition – Alterations.** The vast majority of construction projects undertaken by local agency public works/ transportation departments are classified as alterations. An alteration is a change that affects or could affect the usability of a facility or part of a facility. Alterations include reconstruction, major rehabilitation, widening, resurfacing (e.g., asphalt overlays and mill and fill), signal installation and upgrades, and projects of similar scale and effect. Alterations to existing facilities shall meet new construction standards unless it is technically infeasible to do so. If full ADA compliance cannot be achieved in an alteration, the agency shall alter the facility to provide the maximum degree of accessibility possible. The feasibility meant by this standard is physical possibility only. Neither cost nor schedule are factors in determining whether the ADA standards can be met, nor are they factors in determining the feasibility of complying with the standard. An alteration project shall be planned, designed, and constructed so that the required accessibility improvements occur at the same time as the alteration. If a project involves resurfacing the street, connections between the sidewalk and street crossings (i.e., curb ramps) are considered to be within the scope of the alteration project. Any accessibility issues shall be addressed in conjunction with the resurfacing project, either prior to or at the same time as the resurfacing project. For the requirements for curb ramps during resurfacing projects, see USDOJ-USDOT's Joint Technical Assistance document, dated July 8, 2013 and the Supplement to this document, dated December 1, 2015; and a FHWA recorded webinar from FHWA, dated March 1, 2016.

**Public Right-of-Way
ADA (Americans with Disabilities Act)
Self-Evaluation and Transition Plan**



Appendix C1

2016 ADA Curb Ramp Assessment Brochure

September 2024

Prepared by





ADA Ramp Self-Evaluation Project

One Curb Ramp at a Time



Safety

Confidence

Teamwork

Achievements

Help us create safe ramps so you can have confidence going from sidewalk to street.

Feel good in knowing, through teamwork, we can achieve large goals.

How do I participate?

Call Sylvia to set up a time to pick up the packet and leveler. Location for pick up and drop off is 500 T Avenue (Anacortes Wastewater Treatment Plant). Once you have made the measurements return the packet and leveler. The packet information will be added to the city's database and the leveler will go to the next volunteer.

What is in the packet?

Instruction sheet, assessment form and map of ramp location.

Can I do this alone?

Yes you can do this individually or as a pair or group. It may be easier to have at least two people so one can measure and the other can write down the information.

What do you mean by group?

School groups, scouts, church groups, businesses, strolls with friends, it can be anyone. Make it an enjoyable time spent learning about and helping your community.

Who is affected by these ramps?

Anyone who is walking, riding, and using the ramps. These ramps affect those in wheelchairs, using canes, walkers, strollers, bikes, boards, walking, running, you name it, we all are affected by these ramps.

Is it difficult to do?

It is not difficult to do. You will be given instructions and a demonstration of how to measure the slopes.

City of Anacortes
904 6th Street
Anacortes, WA 98221



City of Anacortes- Wheel Chair Ramps

ADA Ramp Self-Assessment Project

The purpose of this project is to gather information to help the city effectively plan for future ADA Ramp projects by measuring the slopes of the ADA Ramps within the City of Anacortes. Below are the instructions for filling out the individual ramp assessment sheets; please be mindful of the location of each ramp (north, south, east, west) as each corner is assigned a ramp id.

1. Make sure the leveling tool is in the **percent (%) mode**.
2. Ramp ID – The Ramp ID is specific to a corner. Example Ramp#40SE would be Ramp ID 40 which is on the southeast corner of the particular intersection. You will see the intersection listed on the bottom right corner of the self-assessment form.
3. Definition of slopes:
 - a. Pan Slope (PS) = slope percentage between the street and the sidewalk (also known as gutter)
 - b. Curb Slope (CS) = slope percentage starting at the curb going toward the sidewalk
 - c. Ramp Slope (RS) = slope percentage of ramp going toward the sidewalk
 - d. Ramp Cross Slope (RCS) = Slope percentage across the ramp
 - e. Landing Slope (LS) = slope percentage of the sidewalk angled at the width of ramp
 - f. Landing Cross Slope (LCS) = slope percentage of the sidewalk pointing in the direction the sidewalk is going
 - g. Detectible ADA (DWD) = if an ADA ramp has a yellow or white block within the ADA ramp. You would just circle Yes or No as it would apply to that ADA ramp.
 - h. Transition Slope (TS) = middle slope moving toward sidewalk.
4. Once you have completed an intersection, please put your name down and the date completed. When you are done for the day please return the sheets and leveler to Sylvia Cooper at 500 T Avenue.

ADA Ramp Assessment Form

RAMP#: ____ PAN SLOPE: ____ CURB SLOPE: ____ RAMP SLOPE: ____ RAMP CROSS: ____ LAND. SLOPE: ____ LAND. CROSS: ____ TRANS SLOPE: ____ DWD YES\NO RAMP REPL.: YES\NO	RAMP#: ____ PAN SLOPE: ____ CURB SLOPE: ____ RAMP SLOPE: ____ RAMP CROSS: ____ LAND. SLOPE: ____ LAND. CROSS: ____ TRANS SLOPE: ____ DWD YES\NO RAMP REPL.: YES\NO	RAMP#: ____ PAN SLOPE: ____ CURB SLOPE: ____ RAMP SLOPE: ____ RAMP CROSS: ____ LAND. SLOPE: ____ LAND. CROSS: ____ TRANS SLOPE: ____ DWD YES\NO RAMP REPL.: YES\NO	RAMP#: ____ PAN SLOPE: ____ CURB SLOPE: ____ RAMP SLOPE: ____ RAMP CROSS: ____ LAND. SLOPE: ____ LAND. CROSS: ____ TRANS SLOPE: ____ DWD YES\NO RAMP REPL.: YES\NO
---	---	---	---

RAMP#: ____ PAN SLOPE: ____ CURB SLOPE: ____ RAMP SLOPE: ____ RAMP CROSS: ____ LAND. SLOPE: ____ LAND. CROSS: ____ TRANS SLOPE: ____ DWD YES\NO RAMP REPL.: YES\NO	RAMP#: ____ PAN SLOPE: ____ CURB SLOPE: ____ RAMP SLOPE: ____ RAMP CROSS: ____ LAND. SLOPE: ____ LAND. CROSS: ____ TRANS SLOPE: ____ DWD YES\NO RAMP REPL.: YES\NO	RAMP#: ____ PAN SLOPE: ____ CURB SLOPE: ____ RAMP SLOPE: ____ RAMP CROSS: ____ LAND. SLOPE: ____ LAND. CROSS: ____ TRANS SLOPE: ____ DWD YES\NO RAMP REPL.: YES\NO	RAMP#: ____ PAN SLOPE: ____ CURB SLOPE: ____ RAMP SLOPE: ____ RAMP CROSS: ____ LAND. SLOPE: ____ LAND. CROSS: ____ TRANS SLOPE: ____ DWD YES\NO RAMP REPL.: YES\NO
---	---	---	---

SCALE: NOT TO SCALE FIELD WORK BY: ____ DATE: ____ REV. DATE: 11-03-2015	 	ADA TRANSITION SELF-ASSESSMENT: STREET: ____ AND ____ STREET: ____ AND ____
---	------	---

Pan Slope (PS)
Curb Slope (CS)
Ramp Slope (RS)
Land Slope (LS)
Land Cross Slope (LCS)
Detectible ADA (DWD)
Transition Slope (TS)

Contact Information

Pick up packets

Sylvia Cooper – 360-299-0953 (M-F)
360-661-3523 (Cel)

Questions/More Information

Steve Lange - 360-299-1920 (M-F)
360-661-3468 (Cel)
Eric Shjarback – 360-299-1980 (M-F)
360-661-0716 (Cel)

Average time to measure ADA ramp slopes

15 minutes

Number of ramps to measure

965



Through Teamwork we can achieve our goals and plan our future.

**Public Right-of-Way
ADA (Americans with Disabilities Act)
Self-Evaluation and Transition Plan**



Appendix C2

2024 ADA Curb Ramp Inventory Documentation

September 2024

Prepared by



2024 City of Anacortes
ADA Curb Ramp Inventory Schema

Field Name	Alias	Data Type	Length	Field Creator	Field Description
OBJECTID_12	OBJECTID_12	Object ID		Pre-Existing City GIS Field-Unaltered	
SHAPE	SHAPE	Geometry		Pre-Existing City GIS Field-Unaltered	
OBJECTID	OBJECTID	Long		Pre-Existing City GIS Field-Unaltered	
ID	ID	Text		Pre-Existing City GIS Field-Unaltered	
Notes	Notes	Text	254	Pre-Existing City GIS Field-Unaltered	
Status	Status	Text	50	Pre-Existing City GIS Field-Unaltered	
Street	Street	Text	50	Pre-Existing City GIS Field-Unaltered	
LocationDe	LocationDe	Text	254	Pre-Existing City GIS Field-Unaltered	
ZipCode	ZipCode	Text	50	Pre-Existing City GIS Field-Unaltered	
WCRID	WCRID	Double		Pre-Existing City GIS Field-Unaltered	
Crossing_S	Crossing_S	Text	254	Pre-Existing City GIS Field-Unaltered	
Corner	Corner	Text	50	Pre-Existing City GIS Field-Unaltered	
Grid	Grid	Text	50	Pre-Existing City GIS Field-Unaltered	
Radius	Radius	Text	50	Pre-Existing City GIS Field-Unaltered	
Year_Insta	Year_Insta	Date		Pre-Existing City GIS Field-Unaltered	
ProjNo	ProjNo	Double	254	Pre-Existing City GIS Field-Unaltered	
Landing_Sl	Landing_Sl	Double		Pre-Existing City GIS Field-Unaltered	
Landing_Cr	Landing_Cr	Double		Pre-Existing City GIS Field-Unaltered	
Transiti_1	Transiti_1	Double		Pre-Existing City GIS Field-Unaltered	
Facing_Dir	Facing_Dir	Text	50	Pre-Existing City GIS Field-Unaltered	
Ramp_Color	Ramp_Color	Text	254	Pre-Existing City GIS Field-Unaltered	
Asbuilts	Asbuilts	Text	254	Pre-Existing City GIS Field-Unaltered	
created__1	created__1	Text	254	Pre-Existing City GIS Field-Unaltered	
created__2	created__2	Date		Pre-Existing City GIS Field-Unaltered	
Photo	Photo	Text	254	Pre-Existing City GIS Field-Unaltered	
ObjectID_1	ObjectID	Long		New 2024 Field from TSI Work	
GlobalID *	GlobalID	Global ID		New 2024 Field from TSI Work	
CreationDate *	CreationDate	Date		New 2024 Field from TSI Work	Date of data collection in field
Creator *	Creator	Text	128	New 2024 Field from TSI Work	ESRI user name
EditDate *	EditDate	Date		New 2024 Field from TSI Work	Date or last ArcGIS Pro edit
Editor *	Editor	Text	128	New 2024 Field from TSI Work	Name of ESRI Field Collector editor
TSI_Ramp_Running_Slope	TSI_Ramp_Running_Slope	Double		New 2024 Field from TSI Work	Percentage
TSI_Ramp_Cross_Slope	TSI_Ramp_Cross_Slope	Double		New 2024 Field from TSI Work	Percentage
TSI_Ramp_Width_In	TSI_Ramp_Width_In	Long		New 2024 Field from TSI Work	Inches

2024 City of Anacortes
ADA Curb Ramp Inventory Schema

Field Name	Alias	Data Type	Length	Field Creator	Field Description
TSI_DWS	TSI_DWS	Text	256	New 2024 Field from TSI Work	Compliant (Truncated Domes with Contrasting Color), Old Standard (Diamond/Exposed Aggregate), NO DWS (Non-Compliant), null
TSI_Landing_Present	TSI_Landing_Present	Text	256	New 2024 Field from TSI Work	Yes, No
TSI_Landing_Dimensions	TSI_Landing_Dimensions	Text	256	New 2024 Field from TSI Work	4 x 4 feet or greater, Less than 4 x 4 feet, null
TSI_Landing_Running_Slope	TSI_Landing_Running_Slope	Double		New 2024 Field from TSI Work	Percentage
TSI_Landing_Cross_Slope	TSI_Landing_Cross_Slope	Double		New 2024 Field from TSI Work	Percentage
TSI_Flare_Slope	TSI_Flare_Slope	Text	256	New 2024 Field from TSI Work	Up to or equal to 10%, Less than 10%, null
TSI_Notes	TSI_Notes	Text	256	New 2024 Field from TSI Work	Varies
TSI_ADA_Compliance_2024	TSI_ADA_Compliance_2024	Text	256	New 2024 Field from TSI Work	Yes, No, null
TSI_ID	TSI_ID	Text	256	New 2024 Field from TSI Work	TSI_0### or WCR_0###_2024 (if this field has a value, it is a location TSI reviewed in 2024. If it is blank, only pre-existing City data was used to evaluate the location).
TSI_Grade_Cond_Expanded	TSI_Grade_Cond_Expanded	Text	255	New 2024 Field from TSI Work	Fair or Better - Compliant, Fair or Better - Non-Compliant, Poor - Non-Compliant, Very Poor - Non-Compliant, Missing, Abandoned, Other
TSI_Grade_FinalPlan		Text	255	New 2024 Field from TSI Work	A, B+, B, C, D, Other, Abandoned
TSI_PhotoAttachment		Text	255	New 2024 Field from TSI Work	TSI_0###.jpg, WCR_0###_2024.jpg
TSI_DWS_Only_Candidates	TSI_DWS_Only_Candidates	Text	255	New 2024 Field from TSI Work	DWS Only Candidate or Null
R_Ave_2024_Ramp_PDF	R_Ave_2024_Ramp_PDF	Text	255	New 2024 Field from TSI Work	PDF attachment name for R_Ave_2024_Ramp_###.Pdf
Within100FtSkagitTransit	BarrierRemovalCandidates	Text	255	New 2024 Field from TSI Work	Yes or Null
Within100FtBarrierBuster	Within100FtBarrierBuster	Text	255	New 2024 Field from TSI Work	Yes or Null
Status_2024Updated	Status_2024Updated	Text	255	New 2024 Field from TSI Work	Recommended new assignment: ACTIVE, INACTIVE, ABANDONED, OTHER, WSDOT
BarrierRemovalCandidates	BarrierRemovalCandidates	Text	255	New 2024 Field from TSI Work	Lists ADATP-TIP# for 2025-2030 TIP Projects, DWS Only Candidate, Maintenance or Null
Proposed_New_ID	Proposed_New_ID	Text	255	New 2024 Field from TSI Work	This field could be used to join data to existing WCR data based on WCRID field and also includes new TSI_ID data points.
ADACompliantSince2016	ADACompliantSince2016	Text	255	New 2024 Field from TSI Work	Yes or Null

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
TSI-0001	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0002	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0003	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0004	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0005	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0006	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
TSI-0007	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0008	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0009	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0010	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0011	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0012	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0013	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0014	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0015	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0016	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0017	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0018	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0019	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0020	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0021	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0022	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0023	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
TSI-0024	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0025	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0026	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0027	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0028	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0029	ACTIVE	No	Fair or Better - Non-Compliant	B+	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0030	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP11
TSI-0031	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0032	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0033	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	<Null>	<Null>
TSI-0034	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0035	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0036	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0037	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0038	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0039	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0040	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0041	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0042	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0043	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0044	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0045	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0046	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0047	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0048	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0049	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0050	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0051	OTHER	<Null>	Other - N/A	Other	<Null>	<Null>	<Null>	<Null>
TSI-0052	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0053	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0054	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0055	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0056	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0057	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0058	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
TSI-0059	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	<Null>	<Null>
TSI-0060	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	<Null>	<Null>
TSI-0061	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	<Null>	<Null>
TSI-0062	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0063	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0064	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0065	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0066	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0067	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0068	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0069	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	<Null>	<Null>
TSI-0070	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	<Null>	<Null>
TSI-0071	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	<Null>	<Null>
TSI-0072	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0073	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	ADATP-TIP2
TSI-0074	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0075	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0076	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0077	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0078	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0079	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0080	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0081	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0082	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0083	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0084	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0085	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0086	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
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TSI-0102	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0103	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0104	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0105	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
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TSI-0107	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0108	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0109	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0110	ACTIVE	No	Fair or Better - Non-Compliant	B+	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0111	ACTIVE	No	Fair or Better - Non-Compliant	B+	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0112	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
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TSI-0114	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0115	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
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2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
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TSI-0121	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0122	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
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TSI-0124	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0125	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0126	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0127	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0128	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
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TSI-0130	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
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TSI-0132	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
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TSI-0134	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0135	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0136	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
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TSI-0139	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0140	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
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TSI-0153	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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TSI-0159	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0160	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	Yes	Yes	ADATP-TIP15
TSI-0161	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0162	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
TSI-0163	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	<Null>	<Null>
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TSI-0171	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	Yes	Yes	ADATP-TIP15
TSI-0172	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0173	OTHER	<Null>	Other - N/A	Other	<Null>	<Null>	<Null>	<Null>
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2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
TSI-0175	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0176	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0177	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0178	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0179	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0180	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0181	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0182	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0183	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0184	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0185	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0186	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0187	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0188	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
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TSI-0190	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
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TSI-0195	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
TSI-0196	ACTIVE	No	Poor - Non-Compliant	B	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0197	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
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TSI-0229	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
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2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
TSI-0233	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0234	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0235	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
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TSI-0237	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
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TSI-0246	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0247	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0248	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
TSI-0249	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
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TSI-0253	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP15
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TSI-0277	OTHER	<Null>	Other - N/A	Other	<Null>	<Null>	<Null>	<Null>
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TSI-0282	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
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2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
TSI-0291	OTHER	<Null>	Other - N/A	Other	<Null>	<Null>	<Null>	<Null>
TSI-0292	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0293	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0294	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0295	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0296	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0297	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0298	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0299	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0300	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0301	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0302	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0303	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0304	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0305	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0306	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
TSI-0307	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0308	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0309	ACTIVE	No	Poor - Non-Compliant	B	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0310	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0311	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
TSI-0312	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
TSI-0313	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0314	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0315	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0316	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0317	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0318	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0319	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0320	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0321	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0322	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0323	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0324	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0325	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0326	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0327	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0328	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
TSI-0329	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0330	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0331	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
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TSI-0333	OTHER	<Null>	Other - N/A	Other	<Null>	<Null>	<Null>	<Null>
TSI-0334	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0335	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
TSI-0336	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0337	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0338	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
TSI-0339	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0340	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0341	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0342	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0343	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0344	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0345	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0346	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0347	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0348	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
TSI-0349	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
TSI-0350	OTHER	<Null>	Other - N/A	Other	<Null>	<Null>	<Null>	<Null>
TSI-0351	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	Yes	<Null>
TSI-0352	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
TSI-0353	OTHER	<Null>	Other - N/A	Other	<Null>	<Null>	<Null>	<Null>
TSI-0354	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP7
TSI-0355	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP7
TSI-0356	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP7
TSI-0357	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP7
TSI-0358	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	DWS not required if alley not signed street
TSI-0359	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	DWS not required if alley not signed street
TSI-0360	INACTIVE	No	Missing - Non-Compliant	D	<Null>	Yes	Yes	ADATP-TIP7
TSI-0361	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0362	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0363	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0364	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0365	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0366	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0367	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0368	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
TSI-0369	INACTIVE	No	Missing - Non-Compliant	D	<Null>	<Null>	<Null>	<Null>
WCR-0001	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0002	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0003	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0004	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0005	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0006	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0007	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0008	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0009	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0010	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0011	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0012	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0013	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0014	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0015	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0016	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0017	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0018	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0019	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0020	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0021	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0022	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0023	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0024	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0025	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0026	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0027	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0028	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0029	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0030	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0031	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0032	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0033	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0034	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0035	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0036	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0037	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0038	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0039	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0040	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0041	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0042	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0043	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0044	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0045	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0046	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0047	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0048	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0049	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0050	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0051	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0052	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0053	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0054	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0055	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0056	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0057	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0058	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0059	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0060	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0061	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0062	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0063	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0064	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0065	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0066	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0067	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0068	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0069	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0070	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0071	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0072	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0073	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0074	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0075	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0076	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0077	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0078	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0079	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0080	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0081	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0082	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0083	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0084	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0085	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0086	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0087	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0088	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0089	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0090	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0091	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0092	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0093	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0094	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0095	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0096	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0097	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0098	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0099	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0100	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0101	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0102	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0103	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0104	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0105	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0106	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0107	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0108	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0109	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0110	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0111	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0112	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0113	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0114	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0115	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0116	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0117	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0118	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0119	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0120	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0121	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0122	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0123	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0124	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0125	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP11
WCR-0126	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0127	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP11
WCR-0128	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP11
WCR-0129	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0130	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0131	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0132	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0133	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0134	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0135	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0136	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0137	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0138	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0139	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0140	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0141	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0144	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-0153	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0154	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0155	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0157	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0158	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0159	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0160	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0161	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0162	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-0169	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0170	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0183	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0184	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0185	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0188	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0190	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0192	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0193	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0194	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0202	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-0204	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0205	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0206	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0207	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0208	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0209	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0210	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0211	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0212	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP6
WCR-0213	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP6

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0214	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP6
WCR-0215	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP6
WCR-0216	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0217	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0218	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0219	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0220	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0221	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0222	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0223	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0224	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0225	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0226	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0227	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0228	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0229	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0230	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0231	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0232	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0233	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0234	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0235	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0236	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0237	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0238	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	ADATP-TIP2
WCR-0239	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP2
WCR-0240	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	ADATP-TIP2
WCR-0241	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	ADATP-TIP2
WCR-0242	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0243	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0244	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0245	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0246	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0247	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0248	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0249	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0252	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0253	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0254	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0255	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0256	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0257	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0258	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0259	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0261	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0262	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0263	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0265	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0266	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0267	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0268	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP2
WCR-0269	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	ADATP-TIP2
WCR-0271	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0272	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0273	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0274	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0275	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0276	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0277	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0278	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0279	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0281	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0282	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0283	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0284	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0285	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0286	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0287	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0288	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0289	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0290	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0291	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0292	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0294	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0295	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0296	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0297	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP7
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WCR-0302	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0303	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0304	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0305	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0306	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0307	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0308	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0309	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0310	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0311	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0312	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0313	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-0316	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0317	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0318	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0319	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0320	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0321	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0322	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0323	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
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WCR-0329	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
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2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0331	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0332	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0333	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0334	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0335	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0336	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0337	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0338	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0339	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0340	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-0342	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0343	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0344	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0345	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0346	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0347	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0348	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0349	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0350	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0351	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0352	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	Maintenance
WCR-0353	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0354	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0355	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0356	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0357	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0358	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0359	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0360	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0361	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0362	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0363	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0364	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0365	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0366	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0367	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0368	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0369	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0370	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0371	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0372	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0373	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	ADATP-TIP7
WCR-0374	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0375	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0376	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0377	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0378	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0379	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	<Null>	<Null>
WCR-0380	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0381	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
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WCR-0388	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0389	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
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WCR-0391	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0392	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0393	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0394	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0395	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0396	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0397	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	Maintenance
WCR-0398	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	Maintenance
WCR-0399	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0400	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0401	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0402	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0403	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0404	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0405	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0406	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0407	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0408	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0409	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0410	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0411	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0412	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0413	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP15
WCR-0414	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
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WCR-0418	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0419	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0420	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0421	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0422	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0423	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0424	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0425	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-0427	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
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WCR-0433	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0434	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0435	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0436	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0437	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0438	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0439	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0440	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0441	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0442	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0443	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0444	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0445	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0446	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0447	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0448	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0449	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0450	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0451	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0452	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0453	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0454	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0455	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0456	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0457	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0458	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0459	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0460	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
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WCR-0462	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0463	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0464	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0465	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0466	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0467	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0468	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0469	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0470	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0471	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
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WCR-0479	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0482	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0483	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0484	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-0486	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0487	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0488	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-0494	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
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WCR-0496	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0497	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0498	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0499	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-0500	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0501	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0502	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0503	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0505	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0506	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0507	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0508	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0509	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0510	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0511	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0512	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0513	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0514	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0515	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-0516	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0517	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0518	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	ADATP-TIP7
WCR-0519	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	ADATP-TIP7
WCR-0520	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	ADATP-TIP7
WCR-0521	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0522	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0523	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-0524	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0525	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0526	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0527	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0528	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0529	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0530	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0531	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0532	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0537	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0538	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0539	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0540	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0541	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0542	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0543	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0545	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0546	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0547	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0553	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0559	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
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WCR-0561	ACTIVE	Yes	Fair or Better Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0562	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0563	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0564	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0565	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>

September 2024

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0627	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0628	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0629	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-0632	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0636	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0638	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0639	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0640	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
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WCR-0642	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0643	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0644	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0652	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0653	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0662	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0664	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0665	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
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WCR-0675	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
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WCR-0685	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0686	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0687	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0688	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0689	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0691	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0692	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0693	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0694	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0695	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0696	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0697	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0698	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0699	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0700	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0701	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0702	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0703	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0704	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0705	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0706	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0707	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP4
WCR-0708	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP4
WCR-0709	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0715	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0716	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-0727	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0728	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0729	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0730	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0731	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0732	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0733	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0735	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0736	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0737	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
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WCR-0739	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0742	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0743	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0744	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0745	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0746	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0747	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0748	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0749	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0750	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0751	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0752	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0753	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0754	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0758	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0760	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0761	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0762	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0763	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0764	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0765	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0766	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0774	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
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WCR-0777	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0778	ACTIVE	No	Fair or Better - Non-Compliant	B+	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
WCR-0779	ACTIVE	No	Fair or Better - Non-Compliant	B+	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
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WCR-0783	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0784	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0785	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0788	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0792	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0793	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0794	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0797	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0798	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0802	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0803	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0805	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0806	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>

September 2024

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0865	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0866	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP3
WCR-0867	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP3
WCR-0868	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0869	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0870	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-0872	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0873	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0874	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0875	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0876	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0877	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-0878	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0879	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0880	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0881	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0882	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0883	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	Maintenance
WCR-0884	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0885	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0886	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0888	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0891	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0892	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0893	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0894	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0895	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0896	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0897	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0898	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0899	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0900	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-0902	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0903	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0904	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0905	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0906	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-0908	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0909	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0910	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0911	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0912	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
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WCR-0914	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0919	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-0922	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0923	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0924	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>

September 2024

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-0983	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0984	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0985	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0986	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-0987	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0988	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-0989	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0990	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0991	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0992	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0993	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0994	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0995	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-0996	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0997	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-0998	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-0999	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-1004	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-1008	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-1009	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1010	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-1012	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1013	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-1015	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1016	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1017	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-1018	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1019	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1020	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1021	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1022	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-1024	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-1026	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-1028	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1029	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1030	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1031	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1032	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-1035	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1036	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1037	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1038	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1039	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1041	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1042	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-1043	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1044	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1045	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1046	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1047	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1048	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1049	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1050	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-1051	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1052	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1053	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-1054	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1055	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-1057	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1058	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1059	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
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WCR-1061	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1062	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-1064	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1065	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
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WCR-1068	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1069	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-1070	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-1071	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-1072	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-1076	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1077	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1078	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-1079	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1080	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1081	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1082	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1083	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1084	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1085	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-1086	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-1087	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1088	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1089	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1090	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1091	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1092	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1093	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1094	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1095	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-1096	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-1097	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-1098	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1099	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1100	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1101	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-1102	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1103	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1104	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1105	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1106	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1107	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1108	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1109	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1110	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1111	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1112	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1113	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1114	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1115	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1116	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1117	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1118	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1119	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1120	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-1121	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1122	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP6
WCR-1123	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP6
WCR-1124	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1126	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1127	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1128	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1129	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1130	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1131	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1132	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1133	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	Maintenance
WCR-1134	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1136	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1137	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1138	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1139	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1140	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1141	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1142	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1143	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1144	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-1145	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-1146	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-1147	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-1148	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1149	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1150	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1151	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1152	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1153	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1154	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1155	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-1156	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	<Null>
WCR-1157	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1158	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1159	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1160	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1161	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-1162	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1163	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1164	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-1165	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-1166	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-1167	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1168	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-1169	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-1170	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-1171	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1172	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1173	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1174	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1175	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1176	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1177	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-1178	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1179	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP7
WCR-1180	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-1181	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-1182	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
WCR-1183	ACTIVE	No	Very Poor - Non-Compliant	C	DWS Only Candidate	<Null>	Yes	DWS Only Candidate
WCR-1184	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1185	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1186	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-1187	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-1188	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-1189	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
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WCR-1191	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1192	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-1193	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	ADATP-TIP7
WCR-1194	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1195	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1196	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1197	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1198	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1199	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-1203	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
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WCR-1205	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1206	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1207	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1208	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1209	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1210	ACTIVE	Yes	Fair or Better - Compliant	A	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
WCR-1211	ACTIVE	Yes	Fair or Better - Compliant	A	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
WCR-1212	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	Maintenance
WCR-1213	ACTIVE	Yes	Fair or Better - Compliant	A	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
WCR-1214	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1215	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1216	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1217	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	Yes	<Null>
WCR-1218	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1219	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>

September 2024

September 2024

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-1343	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1344	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1345	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1346	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1348	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1349	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1350	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1351	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1352	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1353	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1354	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1355	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1356	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1357	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1358	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1359	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1360	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1361	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1362	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1363	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1364	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1365	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1366	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1367	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1368	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1369	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1370	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1371	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1372	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1373	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1374	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1375	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1376	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1377	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	Yes	Yes	ADATP-TIP15
WCR-1378	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1379	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1380	ACTIVE	No	Fair or Better - Non-Compliant	B+	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
WCR-1381	ACTIVE	No	Fair or Better - Non-Compliant	B+	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
WCR-1382	ACTIVE	No	Very Poor - Non-Compliant	C	<Null>	<Null>	<Null>	ADATP-TIP3
WCR-1383	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1384	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1385	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1386	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1388	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1389	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1390	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1391	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1392	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1393	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1394	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1395	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1396	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1397	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>
WCR-1398	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1399	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1400	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1401	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1402	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>

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September 2024

September 2024

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-1580	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1581	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1582	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1583	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1584	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1585	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1586	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1587	OTHER	<Null>	Other - N/A	Other	<Null>	<Null>	<Null>	<Null>
WCR-1588	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1589	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1590	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1591	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1592	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1593	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1594	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1595	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1596	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-1603	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1604	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1605	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1606	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1607	ACTIVE	No	Fair or Better - Non-Compliant	B+	<Null>	<Null>	<Null>	<Null>
WCR-1608	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1609	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1610	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-1615	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1616	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1617	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1618	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
WCR-1619	ACTIVE	No	Poor - Non-Compliant	B	<Null>	<Null>	<Null>	<Null>
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WCR-1623	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-1626	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1627	ACTIVE	Yes	Fair or Better - Compliant	A	DWS Only Candidate	<Null>	<Null>	DWS Only Candidate
WCR-1628	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1629	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
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WCR-1637	ACTIVE	Yes	Fair or Better - Compliant	A	<Null>	<Null>	<Null>	<Null>
WCR-1638	ABANDONED	<Null>	Abandoned - N/A	Abandoned	<Null>	<Null>	<Null>	<Null>

2024 Anacortes
Curb Ramp ADA Inventory

Proposed_New_ID	Status_2024Updated	TSI_ADA_Compliance_2024	TSI_Grade_Cond_Expanded	TSI_Grade_FinalPlan	TSI_DWS_Only_Candidates	Within100FtSkagitTransit	Within100FtBarrierBuster	BarrierRemovalCandidates
WCR-1639	OTHER	<Null>	Other - N/A	Other	<Null>	<Null>	<Null>	<Null>
WCR-1640	OTHER	<Null>	Other - N/A	Other	<Null>	<Null>	<Null>	<Null>

**Public Right-of-Way
ADA (Americans with Disabilities Act)
Self-Evaluation and Transition Plan**



Appendix C3

**2024 ADA Accessible Pedestrian Signal (APS)
Inventory Documentation**

September 2024

Prepared by



2024 Anacortes APS
Inventory Schema

Fields	Value Options	Notes
APS_PPB_ID	Numeric: Unique ID number for pushbutton asset	Unique number for each pedestrian pushbutton
APS_PPB_ID_Name	Unique ID name for pushbutton asset	Name based on corner and crossing direction served
Collector_Date	Date of field review	Date based d corner and crossing direction served
Cross_Street_1	Name of Cross Street 1	SR20 or other
Cross_Street_2	Name of Cross Street 2	SR20 or other
PPB_Corner	Northwest, Northeast, Southwest or Southeast	Corner where pushbutton is located
PPB_Crossing_Direction	Northbound, Southbound, Eastbound or Westbound	Direction of crossing served by pushbutton
Q1_PB_APS_Compliant	Yes or No	ADA Compliance
Q2_Dir_Arrow_Parallel_XWalk	Yes or No	This is if a visible arrow is present. See other field for high contrast raised tactile arrow.
Q3_PPB_Height_42in_Above_PAR	Yes or No	Height of pedestrian pushbutton is 42 inches above pedestrian access route (preferred in PROWAG)
Q4_PPB_Height_Above_PAR_Inches	Numeric value in Inches	Actual height of pedestrian pushbutton above pedestrian access route.
Q5_PPB_to_CurbLine_18in_to_6Ft	Yes or No	Distance from pedestrian pushbutton to front of curb is within 18 inches to 6 feet (preferred in PROWAG)
Q6_PPB_to_Curb_UptoMax10Ft	Numeric value in Inches	Actual distance from pedestrian pushbutton to front of curb.
Q7_PPB_to_XWalk_Line_Upto5Ft	Yes or No	Distance from pedestrian pushbutton to cross walk line (if beyond outside edge of crosswalk stripe)
Q8_PPB_to_XWalk_Line_Feet	Numeric value in Feet	Actual distance from pedestrian pushbutton to cross walk line. May be 0 if pedestrian pushbutton is within cross walk line stripe.
Q9_Min_Clearance_PAR_Feet	Numeric value in Feet	Width of accessible pedestrian access route in feet

2024 Anacortes APS
Inventory Schema

Fields	Value Options	Notes
Q10_DWS	Yes or No	Presence of a detectable warning surface with high contrast color truncated domes (PROWAG)
Q11_PBB_Reach	Numeric value in Inches	Reach distance from pedestrian access route to push button
Q12_Locator_Tone_Provided	Yes or No	Presence of a locator tone to guide pedestrian to push button.
Q13_Vibrotactile	Yes or No	Presence of vibro-tactile push button.
Q14_Message_Type	Blank, Chirp, Percussive, Verbal spoken message, or No audible sound or message	Type of message used when push button is pressed.
Q15_Message_Content	Varies	Verbal spoken message content
Q16_Ped_Countdown_Present	Yes or No	Presence of a countdown pedestrian signal head
TSI_Photo_Attachment_ID	Unique APS PPB ID_Corner_Photo#	Name of photo attachment that includes unique APS_PPB_ID_Name followed by Photo and # of the photo. Most push button locations have two photos: 1 of the pushbutton detail and one of the pushbutton pole location.
Notes	Varies	Additional notes as needed. May address missing features, including but not limited to missing curb ramp, diamond stamped detectable warning surface, cracks/obstacles in pedestrian access route, etc.
TSI_Signalized_Intersection	Text	Associates pushbutton with intersection.
BarrierRemovalCandidate	Text	2025-2030 TIP Project - See ADA Transition Plan Table C-11.

2024 Anacortes APS
ADA Inventory

APS PPS ID	APS PPS ID Name	Collector Date	PPB_Crossing_Direction	PPB_Corner	Cross_Street_2	Cross_Street_1
1	APS_PPB_ID_001	3/4/2024 23:26	Southbound	<Null>	<Null>	SR20 Spur
2	APS_PPB_ID_002	3/4/2024 23:23	Northbound	<Null>	<Null>	SR20 Spur
3	APS_PPB_ID_003	3/4/2024 23:20	Northbound	<Null>	<Null>	Sunset
4	APS_PPB_ID_004	3/4/2024 23:16	Southbound	<Null>	<Null>	Sunset
5	APS_PPB_ID_005	3/4/2024 23:59	Southbound	Northeast	D Avenue	SR20 Spur 12th Street
6	APS_PPB_ID_006	3/4/2024 23:41	Westbound	Northeast	D Avenue	SR20 Spur 12th Street
7	APS_PPB_ID_007	3/4/2024 23:49	Westbound	Southeast	D Avenue	SR20 Spur 12th Street
8	APS_PPB_ID_008	3/4/2024 23:37	Northbound	Southeast	D Avenue	SR20 Spur 12th Street
9	APS_PPB_ID_009	3/4/2024 23:52	Northbound	Southwest	D Avenue	SR20 Spur 12th Street
10	APS_PPB_ID_010	3/4/2024 23:46	Eastbound	Southwest	D Avenue	SR20 Spur 12th Street
11	APS_PPB_ID_011	3/4/2024 23:56	Eastbound	Northwest	D Avenue	SR20 Spur 12th Street
12	APS_PPB_ID_012	3/4/2024 23:44	Southbound	Northwest	D Avenue	SR20 Spur 12th Street
13	APS_PPB_ID_013	3/5/2024 0:23	Westbound	Northeast	M Avenue	SR20 Spur 12th Street
14	APS_PPB_ID_014	3/5/2024 0:36	Southbound	Northeast	M Avenue	SR20 Spur 12th Street
15	APS_PPB_ID_015	3/5/2024 0:33	Northbound	Southeast	M Avenue	SR20 Spur 12th Street
16	APS_PPB_ID_016	3/5/2024 0:39	Westbound	Southeast	M Avenue	SR20 Spur 12th Street
17	APS_PPB_ID_017	3/5/2024 0:30	Eastbound	Southwest	M Avenue	SR20 Spur 12th Street
18	APS_PPB_ID_018	3/5/2024 0:43	Northbound	Southwest	M Avenue	SR20 Spur 12th Street
19	APS_PPB_ID_019	3/5/2024 0:27	Southbound	Northwest	M Avenue	SR20 Spur 12th Street
20	APS_PPB_ID_020	3/5/2024 0:47	Eastbound	Northwest	M Avenue	SR20 Spur 12th Street
21	APS_PPB_ID_021	3/6/2024 19:02	Southbound	Northeast	12th St.	Commercial Avenue
22	APS_PPB_ID_022	3/6/2024 18:38	Westbound	Northeast	12th St.	Commercial Avenue
23	APS_PPB_ID_023	3/6/2024 18:29	Northbound	Southeast	12th St.	Commercial Avenue
24	APS_PPB_ID_024	3/6/2024 18:51	Northbound	Southwest	12th St.	Commercial Avenue
25	APS_PPB_ID_025	3/6/2024 18:56	Eastbound	Northwest	12th St.	Commercial Avenue
26	APS_PPB_ID_026	3/6/2024 18:45	Southbound	Northwest	12th St.	Commercial Avenue
27	APS_PPB_ID_027	3/6/2024 19:21	Westbound	Northeast	17th St.	Commercial Avenue
28	APS_PPB_ID_028	3/6/2024 19:57	Southbound	Northeast	17th St.	Commercial Avenue
29	APS_PPB_ID_029	3/6/2024 19:15	Northbound	Southeast	17th St.	Commercial Avenue
30	APS_PPB_ID_030	3/6/2024 19:39	Westbound	Southeast	17th St.	Commercial Avenue
31	APS_PPB_ID_031	3/6/2024 19:43	Northbound	Southwest	17th St.	Commercial Avenue

2024 Anacortes APS
ADA Inventory

APS PPS ID	APS PPS ID Name	Collector Date	PPB_Crossing_Direction	PPB_Corner	Cross_Street_2	Cross_Street_1
32	APS_PBB_ID_032	3/6/2024 19:33	Eastbound	Southwest	17th St.	Commercial Avenue
33	APS_PBB_ID_033	3/6/2024 19:26	Southbound	Northwest	17th St.	Commercial Avenue
34	APS_PBB_ID_034	3/6/2024 19:51	Eastbound	Northwest	17th St.	Commercial Avenue
35	APS_PBB_ID_035	3/4/2024 21:24	Westbound	Northeast	Q Avenue	17th Street
36	APS_PBB_ID_036	3/4/2024 21:31	Southbound	Northeast	Q Avenue	17th Street
37	APS_PBB_ID_037	3/4/2024 21:21	Northbound	Southeast	Q Avenue	17th Street
38	APS_PBB_ID_038	3/4/2024 21:17	Westbound	Southeast	Q Avenue	17th Street
39	APS_PBB_ID_039	3/4/2024 21:13	Eastbound	Southwest	Q Avenue	17th Street
40	APS_PBB_ID_040	3/4/2024 21:39	Northbound	Southwest	Q Avenue	17th Street
41	APS_PBB_ID_041	3/4/2024 21:42	Southbound	Northwest	Q Avenue	17th Street
42	APS_PBB_ID_042	3/4/2024 21:27	Eastbound	Northwest	Q Avenue	17th Street
43	APS_PBB_ID_043	3/6/2024 20:08	Westbound	Northeast	22nd St.	Commercial Avenue
44	APS_PBB_ID_044	3/6/2024 20:26	Southbound	Northeast	22nd St.	Commercial Avenue
45	APS_PBB_ID_045	3/6/2024 20:20	Northbound	Southeast	22nd St.	Commercial Avenue
46	APS_PBB_ID_046	3/6/2024 20:30	Westbound	Southeast	22nd St.	Commercial Avenue
47	APS_PBB_ID_047	3/6/2024 20:17	Eastbound	Southwest	22nd St.	Commercial Avenue
48	APS_PBB_ID_048	3/6/2024 20:35	Northbound	Southwest	22nd St.	Commercial Avenue
49	APS_PBB_ID_049	3/6/2024 20:13	Southbound	Northwest	22nd St.	Commercial Avenue
50	APS_PBB_ID_050	3/6/2024 20:40	Eastbound	Northwest	22nd St.	Commercial Avenue
51	APS_PBB_ID_051	3/6/2024 21:32	Westbound	Northeast	32nd St.	Commercial Avenue
52	APS_PBB_ID_052	3/6/2024 21:54	Southbound	Northeast	32nd St.	Commercial Avenue
53	APS_PBB_ID_053	3/6/2024 21:28	Northbound	Southeast	32nd St.	Commercial Avenue
54	APS_PBB_ID_054	3/6/2024 21:43	Westbound	Southeast	32nd St.	Commercial Avenue
55	APS_PBB_ID_055	3/6/2024 21:39	Eastbound	Southwest	32nd St.	Commercial Avenue
56	APS_PBB_ID_056	3/6/2024 21:46	Northbound	Southwest	32nd St.	Commercial Avenue
57	APS_PBB_ID_057	3/6/2024 21:36	Southbound	Northwest	32nd St.	Commercial Avenue
58	APS_PBB_ID_058	3/6/2024 21:51	Eastbound	Northwest	32nd St.	Commercial Avenue
59	APS_PPB_ID_059	6/21/2024	Northbound	Southwest	R Avenue	SR20
60	APS_PPB_ID_060	6/21/2024	Southbound	Northwest	R Avenue	SR20
61	APS_PBB_ID_061	3/4/2024 19:25	Westbound	Northeast	March's Point Road	SR20
62	APS_PBB_ID_062	3/4/2024 19:12	Westbound	Southeast	Christianson Road	SR20

2024 Anacortes APS
ADA Inventory

APS PPS ID	APS PPS ID Name	Collector Date	PPB_Crossing_Direction	PPB_Corner	Cross_Street_2	Cross_Street_1
63	APS_PBB_ID_063	3/4/2024 19:09	Eastbound	Southwest	Christianson Road	SR20
64	APS_PBB_ID_064	3/4/2024 19:17	Northbound	Southwest	Christianson Road	SR20
65	APS_PBB_ID_065	3/4/2024 19:28	Southbound	Northwest	March's Point Road	SR20
66	APS_PBB_ID_066	3/4/2024 19:21	Eastbound	Northwest	Christianson Road	SR20
67	APS_PBB_ID_067	3/4/2024 18:42	Westbound	Northeast	Thompson Road	SR20
68	APS_PBB_ID_068	3/4/2024 18:58	Westbound	Southeast	Thompson Road	SR20
69	APS_PBB_ID_069	3/4/2024 18:54	Eastbound	Southwest	Thompson Road	SR20
70	APS_PBB_ID_070	3/4/2024 18:46	Eastbound	Northwest	Thompson Road	SR20
71	APS_PBB_ID_071	3/4/2024 18:27	Westbound	Northeast	Reservation Road	SR20
72	APS_PBB_ID_072	3/4/2024 18:17	Westbound	Southeast	Reservation Road	SR20
73	APS_PBB_ID_073	3/4/2024 18:11	Eastbound	Southwest	Reservation Road	SR20
74	APS_PBB_ID_074	3/4/2024 18:31	Eastbound	Northwest	Reservation Road	SR20

2024 Anacortes APS

ADA Inventory

APS PPS ID	Q1_PPB_APS_Compliant	Q2_Dir_Arrow_Parallel_XWalk	Q3_PPB_Height_42in_Above_PAR	Q4_PPB_Height_Above_PAR_Inches
1	No	Yes	No	30
2	No	Yes	No	36
3	No	Yes	No	40
4	No	Yes	No	28
5	Yes	Yes	No	43
6	Yes	Yes	No	43
7	Yes	Yes	Yes	42
8	Yes	Yes	Yes	42
9	No	Yes	Yes	42
10	Yes	Yes	Yes	42
11	Yes	Yes	Yes	42
12	Yes	Yes	Yes	42
13	No	Yes	Yes	42
14	No	Yes	Yes	42
15	No	Yes	Yes	42
16	No	Yes	Yes	42
17	No	Yes	Yes	42
18	No	Yes	Yes	42
19	No	Yes	Yes	42
20	No	Yes	Yes	42
21	No	Yes	Yes	42
22	No	Yes	Yes	42
23	No	Yes	No	40
24	No	Yes	No	43
25	Yes	Yes	No	44
26	No	Yes	No	44
27	No	Yes	No	36
28	No	Yes	No	37
29	No	Yes	No	40
30	No	Yes	No	39
31	No	Yes	No	37

2024 Anacortes APS

ADA Inventory

APS PPS ID	Q1_PPB_APS_Compliant	Q2_Dir_Arrow_Parallel_XWalk	Q3_PPB_Height_42in_Above_PAR	Q4_PPB_Height_Above_PAR_Inches
32	No	Yes	No	36
33	No	Yes	No	36
34	No	Yes	No	36
35	No	Yes	No	43
36	No	Yes	No	43
37	No	Yes	No	38
38	No	Yes	No	37
39	No	No	No	41
40	No	Yes	Yes	42
41	No	Yes	No	36
42	No	Yes	No	36
43	No	Yes	No	47
44	No	Yes	No	47
45	No	Yes	No	47
46	No	Yes	No	47
47	No	Yes	No	47
48	No	Yes	No	47
49	No	Yes	No	47
50	No	Yes	No	47
51	No	Yes	No	47
52	No	Yes	No	48
53	No	Yes	No	54
54	No	Yes	No	52
55	No	Yes	No	48
56	No	Yes	No	50
57	No	Yes	No	47
58	No	Yes	No	48
59	No	No	No	<Null>
60	No	No	No	<Null>
61	No	Yes	Yes	42
62	No	Yes	No	39

2024 Anacortes APS

ADA Inventory

APS PPS ID	Q1_PPB_APS_Compliant	Q2_Dir_Arrow_Parallel_XWalk	Q3_PPB_Height_42in_Above_PAR	Q4_PPB_Height_Above_PAR_Inches
63	Yes	Yes	Yes	42
64	Yes	Yes	No	41
65	Yes	Yes	Yes	42
66	Yes	Yes	No	43
67	No	Yes	No	36
68	No	Yes	No	38
69	No	Yes	No	37
70	No	Yes	No	37
71	No	Yes	No	36
72	No	No	No	38
73	No	No	No	38
74	No	Yes	No	36

2024 Anacortes APS

ADA Inventory

APS PPS ID	Q5_PPB_to_CurbLine_18in_to_6Ft	Q6_PPB_to_Curb_UptoMax10Ft	Q7_PPB_to_XWalk_Line_Upto5Ft	Q8_PPB_to_XWalk_Line_Feet
1	Yes		6 Yes	0
2	No		12 Yes	0
3	No		7.5 Yes	0
4	Yes		4 Yes	0
5	Yes		6 Yes	0
6	No		7 Yes	0
7	Yes		5 Yes	0
8	Yes		5 Yes	0
9	Yes		5.5 Yes	2
10	Yes		5 Yes	2.5
11	Yes		5.5 Yes	1
12	Yes		5 Yes	0
13	No		7 Yes	4
14	No		7 Yes	0
15	Yes		6 Yes	1
16	No		7 Yes	2
17	Yes		6 Yes	4
18	No		6.5 Yes	0
19	Yes		5 Yes	0
20	Yes		5.5 Yes	4
21	No		14 Yes	0
22	No		8 Yes	1.5
23	Yes		4 Yes	0
24	No		12 Yes	1
25	Yes		6 Yes	0
26	Yes		6 Yes	0
27	No		13 Yes	3.5
28	No		13 Yes	1.5
29	No		8 Yes	0
30	No		11 Yes	0
31	No		15 Yes	0

2024 Anacortes APS

ADA Inventory

APS PPS ID	Q5_PPB_to_CurbLine_18in_to_6Ft	Q6_PPB_to_Curb_UptoMax10Ft	Q7_PBB_to_XWalk_Line_Upto5Ft	Q8_PPB_to_XWalk_Line_Feet
32	No	14	Yes	0
33	Yes	3.5	Yes	4
34	No	16	Yes	0
35	No	7	Yes	0
36	Yes	6	Yes	0
37	No	14	Yes	0
38	No	15	Yes	3
39	No	7	No	5.5
40	No	7.5	Yes	0
41	No	13	Yes	2.5
42	No	12	Yes	0
43	No	7	Yes	0
44	No	10	Yes	1
45	Yes	6	Yes	1.5
46	No	7	Yes	0
47	Yes	3.5	Yes	0
48	No	8	Yes	2.5
49	Yes	4	Yes	0
50	No	7	Yes	4
51	No	9	Yes	0
52	No	8	Yes	0
53	Yes	6	Yes	0
54	No	8	Yes	0
55	No	9	Yes	0
56	No	9	Yes	0
57	No	7	Yes	1.5
58	Yes	6	Yes	0
59	Yes	6	Yes	0
60	No	8	Yes	0
61	No	23	Yes	0
62	Yes	6	Yes	0

2024 Anacortes APS

ADA Inventory

APS PPS ID	Q5_PPBB_to_CurbLine_18in_to_6Ft	Q6_PPBB_to_Curb_UptoMax10Ft	Q7_PPBB_to_XWalk_Line_Upto5Ft	Q8_PPBB_to_XWalk_Line_Feet
63	No	9	Yes	0
64	No	8.5	Yes	1
65	Yes	5	Yes	1
66	No	7	Yes	1.5
67	No	7.5	Yes	4
68	No	6.5	Yes	2
69	No	6.5	Yes	2
70	No	7	Yes	4
71	No	11	No	7
72	No	7	No	0
73	No	8	Yes	3
74	No	7	Yes	0

2024 Anacortes APS
ADA Inventory

APS PPS ID	Q9_Min_Clearance_PAR_Feet	Q10_DWS	Q11_PBB_Reach	Q12_Locator_Tone_Provided	Q13_Vibrotactile
1	4	No DWS present	24	No	No
2	4	No DWS present	84	No	No
3	1	No DWS present	5	No	No
4	1	No DWS present	24	No	No
5	5	DWS present - minimum 2x4Feet	8	Yes	Yes
6	6	DWS present - minimum 2x4Feet	8	Yes	Yes
7	5	DWS present - minimum 2x4Feet	5	Yes	Yes
8	5	DWS present - minimum 2x4Feet	6	Yes	Yes
9	5	DWS present - minimum 2x4Feet	6	Yes	No
10	5	DWS present - minimum 2x4Feet	5	Yes	Yes
11	5	DWS present - minimum 2x4Feet	6	Yes	Yes
12	5	DWS present - minimum 2x4Feet	6	Yes	Yes
13	4	DWS present - minimum 2x4Feet	0	No	No
14	4	DWS present - minimum 2x4Feet	8	No	No
15	5	DWS present - minimum 2x4Feet	0	No	No
16	6	DWS present - minimum 2x4Feet	0	No	No
17	5	DWS present - minimum 2x4Feet	0	No	No
18	6	DWS present - minimum 2x4Feet	0	No	No
19	5	DWS present - minimum 2x4Feet	6	No	No
20	5	DWS present - minimum 2x4Feet	0	No	No
21	7	No DWS present	4	Yes	Yes
22	6	No DWS present	10	Yes	Yes
23	3	No DWS present	0	Yes	Yes
24	4	No DWS present	6	Yes	Yes
25	4	DWS present - minimum 2x4Feet	6	Yes	Yes
26	4	No DWS present	10	Yes	Yes
27	5	No DWS present	12	No	No
28	5	No DWS present	8	No	No
29	6	No DWS present	10	No	No
30	6	No DWS present	16	No	No
31	5	No DWS present	28	No	No

2024 Anacortes APS
ADA Inventory

APS PPS ID	Q9_Min_Clearance_PAR_Feet	Q10_DWS	Q11_PBB_Reach	Q12_Locator_Tone_Provided	Q13_Vibrotactile
32	4	No DWS present	36	No	No
33	3	No DWS present	0	No	Yes
34	6	No DWS present	24	No	No
35	5	DWS present - minimum 2x4Feet	0	No	No
36	3	DWS present - minimum 2x4Feet	0	No	No
37	8	DWS present - minimum 2x4Feet	6	No	No
38	5	DWS present - minimum 2x4Feet	6	No	No
39	7	No DWS present	0	No	No
40	6	No DWS present	0	No	No
41	7	No DWS present	0	No	No
42	5	No DWS present	0	No	No
43	6	No DWS present	0	No	No
44	3	No DWS present	14	No	No
45	5	No DWS present	24	No	No
46	6	No DWS present	12	No	No
47	3	No DWS present	12	No	No
48	5	No DWS present	24	No	No
49	4	No DWS present	10	No	Yes
50	4	No DWS present	16	No	No
51	5	No DWS present	27	No	No
52	4	No DWS present	24	No	No
53	4	No DWS present	12	No	No
54	4	No DWS present	16	No	No
55	8	No DWS present	16	No	No
56	3	No DWS present	16	No	No
57	4	No DWS present	8	No	No
58	4	No DWS present	12	No	No
59	4	No DWS present	0	No	No
60	4	DWS present - minimum 2x4Feet	0	No	No
61	4	No DWS present	36	Yes	Yes
62	4	No DWS present	24	Yes	Yes

2024 Anacortes APS

ADA Inventory

APS PPS ID	Q9_Min_Clearance_PAR_Feet	Q10_DWS	Q11_PBB_Reach	Q12_Locator_Tone_Provided	Q13_Vibrotactile
63	7	DWS present - minimum 2x4Feet	6	Yes	Yes
64	11	DWS present - minimum 2x4Feet	6	Yes	Yes
65	10	DWS present - minimum 2x4Feet	6	Yes	Yes
66	10	DWS present - minimum 2x4Feet	6	Yes	Yes
67	6	DWS present - minimum 2x4Feet	18	No	No
68	5	DWS present - minimum 2x4Feet	12	No	No
69	5	DWS present - minimum 2x4Feet	10	No	No
70	6	DWS present - minimum 2x4Feet	10	No	No
71	6	No DWS present	18	No	No
72	6	No DWS present	12	No	No
73	6	No DWS present	20	No	No
74	6	No DWS present	12	No	No

2024 Anacortes APS
ADA Inventory

APS PPS ID	Q14_Message_Type	Q15_Message_Content	Q16_Ped_Countdown_Present
1	No audible sound or message	<Null>	Yes
2	No audible sound or message	<Null>	Yes
3	No audible sound or message	<Null>	Yes
4	No audible sound or message	<Null>	Yes
5	Verbal spoken message	12th walk sign is on to cross 12th	Yes
6	Verbal spoken message	D Ave. walk sign is on to cross D Ave.	Yes
7	Verbal spoken message	D Ave. walk sign is on to cross D Ave.	Yes
8	Verbal spoken message	12th walk sign is on to cross 12th	Yes
9	Verbal spoken message	12th walk sign is on to cross 12th	Yes
10	Verbal spoken message	D Ave. walk sign is on to cross D Ave.	Yes
11	Verbal spoken message	D Ave. walk sign is on to cross D Ave.	Yes
12	Verbal spoken message	12th walk sign is on to cross 12th	Yes
13	Chirp	<Null>	Yes
14	Chirp	<Null>	Yes
15	Chirp	<Null>	Yes
16	Chirp	<Null>	Yes
17	Chirp	<Null>	Yes
18	Chirp	<Null>	Yes
19	Chirp	<Null>	Yes
20	Chirp	<Null>	Yes
21	Verbal spoken message	12th St. walk sign is on to cross 12th St.	<Null>
22	Verbal spoken message	Commercial walk sign is on to cross commercial	Yes
23	Verbal spoken message	12th St. walk sign is on to cross 12th St.	Yes
24	Verbal spoken message	12th St. walk sign is on to cross 12th St.	Yes
25	Verbal spoken message	Commercial walk sign is on to cross commercial	Yes
26	Verbal spoken message	12th St. walk sign is on to cross 12th St.	Yes
27	Chirp	<Null>	Yes
28	Chirp	<Null>	Yes
29	Chirp	<Null>	Yes
30	Chirp	<Null>	Yes
31	Chirp	<Null>	No

2024 Anacortes APS
ADA Inventory

APS PPS ID	Q14_Message_Type	Q15_Message_Content	Q16_Ped_Countdown_Present
32	Chirp	<Null>	Yes
33	Chirp	<Null>	No
34	Chirp	<Null>	Yes
35	Chirp	<Null>	Yes
36	Chirp	<Null>	Yes
37	Chirp	<Null>	Yes
38	Chirp	<Null>	Yes
39	Chirp	<Null>	Yes
40	No audible sound or message	<Null>	Yes
41	Chirp	<Null>	Yes
42	Chirp	<Null>	Yes
43	Chirp	<Null>	Yes
44	Chirp	<Null>	Yes
45	Chirp	<Null>	Yes
46	Chirp	<Null>	Yes
47	Chirp	<Null>	Yes
48	Chirp	<Null>	Yes
49	Chirp	<Null>	Yes
50	Chirp	<Null>	Yes
51	Chirp	<Null>	Yes
52	Chirp	<Null>	Yes
53	Chirp	<Null>	Yes
54	Chirp	<Null>	Yes
55	Chirp	<Null>	Yes
56	Chirp	<Null>	Yes
57	Chirp	<Null>	Yes
58	Chirp	<Null>	Yes
59	<Null>	<Null>	Yes
60	<Null>	<Null>	Yes
61	Verbal spoken message	March's Point Road walk sign is on to across March's Point Road	Yes
62	Verbal spoken message	Christianson Road walk sign is on to across Christianson Road	Yes

2024 Anacortes APS
ADA Inventory

APS PPS ID	Q14_Message_Type	Q15_Message_Content	Q16_Ped_Countdown_Present
63	Verbal spoken message	Christianson Road walk sign is on to cross Christianson Road	Yes
64	Verbal spoken message	SR 20 walk sign is on to cross SR 20	Yes
65	Verbal spoken message	SR20 walk sign is on to cross SR20	Yes
66	Verbal spoken message	March's Point Road walk sign is on to cross March's Point Road	Yes
67	Chirp	Chirps when PBB is pressed, but not when crossing	No
68	No audible sound or message	Chirps when PBB is pressed, but not when crossing	No
69	No audible sound or message	Chirps when PBB is pressed, but not when crossing	No
70	No audible sound or message	<Null>	No
71	Chirp	<Null>	Yes
72	No audible sound or message	<Null>	No
73	No audible sound or message	<Null>	No
74	Chirp	Chirps when PBB is pressed, but not when crossing	No

2024 Anacortes APS
ADA Inventory

APS PPS ID	TSI_APS_PPB_Photo_ID
1	APS_PPB_ID_001_Photo_01.jpg;APS_PPB_ID_001_Photo_02.jpg
2	APS_PPB_ID_002_Photo_01.jpg;APS_PPB_ID_002_Photo_02.jpg
3	APS_PPB_ID_003_Photo_01.jpg;APS_PPB_ID_003_Photo_02.jpg
4	APS_PPB_ID_004_Photo_01.jpg;APS_PPB_ID_004_Photo_02.jpg
5	APS_PPB_ID_005_Photo_01.jpg
6	APS_PPB_ID_006_Photo_01.jpg
7	APS_PPB_ID_007_Photo_01.jpg
8	APS_PPB_ID_008_Photo_01.jpg
9	APS_PPB_ID_009_Photo_01.jpg
10	APS_PPB_ID_010_Photo_01.jpg
11	APS_PPB_ID_011_Photo_01.jpg
12	APS_PPB_ID_012_Photo_01.jpg
13	APS_PPB_ID_013_Photo_01.jpg;APS_PPB_ID_013_Photo_02.jpg
14	APS_PPB_ID_014_Photo_01.jpg;APS_PPB_ID_014_Photo_02.jpg
15	APS_PPB_ID_015_Photo_01.jpg;APS_PPB_ID_015_Photo_02.jpg
16	APS_PPB_ID_016_Photo_01.jpg;APS_PPB_ID_016_Photo_02.jpg
17	APS_PPB_ID_017_Photo_01.jpg;APS_PPB_ID_017_Photo_02.jpg
18	APS_PPB_ID_018_Photo_01.jpg;APS_PPB_ID_018_Photo_02.jpg
19	APS_PPB_ID_019_Photo_01.jpg;APS_PPB_ID_019_Photo_02.jpg
20	APS_PPB_ID_020_Photo_01.jpg;APS_PPB_ID_020_Photo_02.jpg
21	APS_PPB_ID_021_Photo_01.jpg;APS_PPB_ID_021_Photo_02.jpg
22	APS_PPB_ID_022_Photo_01.jpg;APS_PPB_ID_022_Photo_02.jpg
23	APS_PPB_ID_023_Photo_01.jpg;APS_PPB_ID_021_Photo_03.jpg
24	APS_PPB_ID_024_Photo_01.jpg;APS_PPB_ID_024_Photo_02.jpg
25	APS_PPB_ID_025_Photo_01.jpg;APS_PPB_ID_025_Photo_02.jpg
26	APS_PPB_ID_026_Photo_01.jpg;APS_PPB_ID_026_Photo_02.jpg
27	APS_PPB_ID_027_Photo_01.jpg;APS_PPB_ID_027_Photo_02.jpg
28	APS_PPB_ID_028_Photo_01.jpg;APS_PPB_ID_028_Photo_02.jpg
29	APS_PPB_ID_029_Photo_01.jpg;APS_PPB_ID_029_Photo_02.jpg
30	APS_PPB_ID_030_Photo_01.jpg;APS_PPB_ID_030_Photo_02.jpg
31	APS_PPB_ID_031_Photo_01.jpg;APS_PPB_ID_031_Photo_02.jpg

2024 Anacortes APS
ADA Inventory

APS PPS ID	TSI_APS_PPB_Photo_ID
32	APS_PPB_ID_032_Photo_01.jpg;APS_PPB_ID_032_Photo_02.jpg
33	APS_PPB_ID_033_Photo_01.jpg;APS_PPB_ID_033_Photo_02.jpg
34	APS_PPB_ID_034_Photo_01.jpg;APS_PPB_ID_034_Photo_02.jpg
35	APS_PPB_ID_035_Photo_01.jpg;APS_PPB_ID_035_Photo_02.jpg
36	APS_PPB_ID_036_Photo_01.jpg;APS_PPB_ID_036_Photo_02.jpg
37	APS_PPB_ID_037_Photo_01.jpg;APS_PPB_ID_037_Photo_02.jpg
38	APS_PPB_ID_038_Photo_01.jpg;APS_PPB_ID_038_Photo_02.jpg
39	APS_PPB_ID_039_Photo_01.jpg;APS_PPB_ID_039_Photo_02.jpg
40	APS_PPB_ID_040_Photo_01.jpg;APS_PPB_ID_040_Photo_02.jpg
41	APS_PPB_ID_041_Photo_01.jpg;APS_PPB_ID_041_Photo_02.jpg
42	APS_PPB_ID_042_Photo_01.jpg;APS_PPB_ID_042_Photo_02.jpg
43	APS_PPB_ID_043_Photo_01.jpg;APS_PPB_ID_043_Photo_02.jpg
44	APS_PPB_ID_044_Photo_01.jpg;APS_PPB_ID_044_Photo_02.jpg;APS_PPB_ID_044_Photo_03.jpg
45	APS_PPB_ID_045_Photo_01.jpg;APS_PPB_ID_045_Photo_02.jpg
46	APS_PPB_ID_046_Photo_01.jpg;APS_PPB_ID_046_Photo_02.jpg
47	APS_PPB_ID_047_Photo_01.jpg;APS_PPB_ID_047_Photo_02.jpg
48	APS_PPB_ID_048_Photo_01.jpg;APS_PPB_ID_048_Photo_02.jpg
49	APS_PPB_ID_049_Photo_01.jpg;APS_PPB_ID_049_Photo_02.jpg
50	APS_PPB_ID_050_Photo_01.jpg;APS_PPB_ID_050_Photo_02.jpg
51	APS_PPB_ID_051_Photo_01.jpg;APS_PPB_ID_051_Photo_02.jpg
52	APS_PPB_ID_052_Photo_01.jpg;APS_PPB_ID_052_Photo_02.jpg
53	APS_PPB_ID_053_Photo_01.jpg;APS_PPB_ID_053_Photo_02.jpg
54	APS_PPB_ID_054_Photo_01.jpg;APS_PPB_ID_054_Photo_02.jpg
55	APS_PPB_ID_055_Photo_01.jpg;APS_PPB_ID_055_Photo_02.jpg
56	APS_PPB_ID_056_Photo_01.jpg;APS_PPB_ID_056_Photo_02.jpg
57	APS_PPB_ID_057_Photo_01.jpg;APS_PPB_ID_057_Photo_02.jpg
58	APS_PPB_ID_058_Photo_01.jpg;APS_PPB_ID_058_Photo_02.jpg
59	APS_PPB_ID_059_Photo_01.jpg
60	APS_PPB_ID_060_Photo_01.jpg
61	APS_PPB_ID_061_Photo_01.jpg
62	APS_PPB_ID_062_Photo_01.jpg

2024 Anacortes APS
ADA Inventory

APS PPS ID	TSI_APS_PPB_Photo_ID
63	APS_PPB_ID_063_Photo_01.jpg
64	APS_PPB_ID_064_Photo_01.jpg
65	APS_PPB_ID_065_Photo_01.jpg
66	APS_PPB_ID_066_Photo_01.jpg
67	APS_PPB_ID_067_Photo_01.jpg;APS_PPB_ID_067_Photo_02.jpg
68	APS_PPB_ID_068_Photo_01.jpg;APS_PPB_ID_068_Photo_02.jpg
69	APS_PPB_ID_069_Photo_01.jpg;APS_PPB_ID_069_Photo_02.jpg
70	APS_PPB_ID_070_Photo_01.jpg;APS_PPB_ID_070_Photo_02.jpg
71	APS_PPB_ID_071_Photo_01.jpg;APS_PPB_ID_071_Photo_02.jpg
72	APS_PPB_ID_072_Photo_01.jpg
73	APS_PPB_ID_073_Photo_01.jpg
74	APS_PPB_ID_074_Photo_01.jpg;APS_PPB_ID_074_Photo_02.jpg

2024 Anacortes APS
ADA Inventory

APS PPS ID	Notes	TSI_Signalized_Intersection
1	<Null>	TSI_Signalized_Intersection_01
2	<Null>	TSI_Signalized_Intersection_01
3	<Null>	TSI_Signalized_Intersection_01
4	<Null>	TSI_Signalized_Intersection_01
5	PPB 43 inches above PAR - 42 preferred	TSI_Signalized_Intersection_02
6	PPB 43 inches above PAR - 42 preferred	TSI_Signalized_Intersection_02
7	<Null>	TSI_Signalized_Intersection_02
8	<Null>	TSI_Signalized_Intersection_02
9	<Null>	TSI_Signalized_Intersection_02
10	<Null>	TSI_Signalized_Intersection_02
11	<Null>	TSI_Signalized_Intersection_02
12	<Null>	TSI_Signalized_Intersection_02
13	<Null>	TSI_Signalized_Intersection_03
14	Audible tone, not chirp	TSI_Signalized_Intersection_03
15	Audible tone, not chirp	TSI_Signalized_Intersection_03
16	<Null>	TSI_Signalized_Intersection_03
17	<Null>	TSI_Signalized_Intersection_03
18	Audible tone, not chirp	TSI_Signalized_Intersection_03
19	Audible tone, not chirp	TSI_Signalized_Intersection_03
20	<Null>	TSI_Signalized_Intersection_03
21	<Null>	TSI_Signalized_Intersection_04
22	<Null>	TSI_Signalized_Intersection_04
23	Cracks in PAR	TSI_Signalized_Intersection_04
24	Utility grate in PAR and cracks in ramp	TSI_Signalized_Intersection_04
25	DWS is faded	TSI_Signalized_Intersection_04
26	No curb ramp	TSI_Signalized_Intersection_04
27	<Null>	TSI_Signalized_Intersection_05
28	Audible tone, not chirp.	TSI_Signalized_Intersection_05
29	Audible tone, not chirp	TSI_Signalized_Intersection_05
30	Pushbutton behind sloped PAR	TSI_Signalized_Intersection_05
31	Audible town, not chirp. Push button is 2 feet back from PAR.	TSI_Signalized_Intersection_05

2024 Anacortes APS
ADA Inventory

APS PPS ID	Notes	TSI_Signalized_Intersection
32	Pushbutton is 3 feet from PAR	TSI_Signalized_Intersection_05
33	Audible tone, not chirp. Push button reach greater than 10 inches on curb ramp approach.	TSI_Signalized_Intersection_05
34	<Null>	TSI_Signalized_Intersection_05
35	Other minimum PAR 3 feet	TSI_Signalized_Intersection_06
36	PAR 3.5 feet.	TSI_Signalized_Intersection_06
37	<Null>	TSI_Signalized_Intersection_06
38	<Null>	TSI_Signalized_Intersection_06
39		TSI_Signalized_Intersection_06
40	No chirp on crossing	TSI_Signalized_Intersection_06
41	<Null>	TSI_Signalized_Intersection_06
42	Diamond stamp	TSI_Signalized_Intersection_06
43	Curb ramp, not present	TSI_Signalized_Intersection_07
44	Audible tone, not chirp. Obstacles within PAR.	TSI_Signalized_Intersection_07
45	Audible tone, not chirp.	TSI_Signalized_Intersection_07
46	<Null>	TSI_Signalized_Intersection_07
47	Curb ramp not aligned to crosswalk	TSI_Signalized_Intersection_07
48	Audible tone, not chirp.	TSI_Signalized_Intersection_07
49	Audible tone, not chirp.	TSI_Signalized_Intersection_07
50	<Null>	TSI_Signalized_Intersection_07
51	No curb ramp	TSI_Signalized_Intersection_08
52	Audible tone, not chirp. No ramp landing.	TSI_Signalized_Intersection_08
53	Audible tone, not chirp.	TSI_Signalized_Intersection_08
54	No curb ramp.	TSI_Signalized_Intersection_08
55	No curb ramp.	TSI_Signalized_Intersection_08
56	Audible tone, not chirp. Cracks present in sidewalk near pole	TSI_Signalized_Intersection_08
57	Audible tone, not chirp.	TSI_Signalized_Intersection_08
58	No curb ramp.	TSI_Signalized_Intersection_08
59	No DWS required - road shouder is not designated PAR.	TSI_Signalized_Intersection_09
60	<Null>	TSI_Signalized_Intersection_09
61	<Null>	TSI_Signalized_Intersection_10
62	<Null>	TSI_Signalized_Intersection_10

2024 Anacortes APS
ADA Inventory

APS PPS ID	Notes	TSI_Signalized_Intersection
63	<Null>	TSI_Signalized_Intersection_10
64	PPB 41 inches above PAR - 42 preferred	TSI_Signalized_Intersection_10
65	<Null>	TSI_Signalized_Intersection_10
66	Vegetation debris, blocking reach. PPB 43 inches above PAR - 42 preferred.	TSI_Signalized_Intersection_10
67	<Null>	TSI_Signalized_Intersection_11
68	<Null>	TSI_Signalized_Intersection_11
69	<Null>	TSI_Signalized_Intersection_11
70	<Null>	TSI_Signalized_Intersection_11
71	<Null>	TSI_Signalized_Intersection_12
72	<Null>	TSI_Signalized_Intersection_12
73	Diamond stamp DWS	TSI_Signalized_Intersection_12
74	Call ramps at this intersection have diamond stamps	TSI_Signalized_Intersection_12

2024 Anacortes APS
ADA Inventory

APS PPS ID	BarrierRemovalCandidate
1	<Null>
2	<Null>
3	<Null>
4	<Null>
5	<Null>
6	<Null>
7	<Null>
8	<Null>
9	<Null>
10	<Null>
11	<Null>
12	<Null>
13	<Null>
14	<Null>
15	<Null>
16	<Null>
17	<Null>
18	<Null>
19	<Null>
20	<Null>
21	ADATP-TIP8
22	ADATP-TIP8
23	ADATP-TIP8
24	ADATP-TIP8
25	ADATP-TIP8
26	ADATP-TIP8
27	ADATP-TIP7
28	ADATP-TIP7
29	ADATP-TIP7
30	ADATP-TIP7
31	ADATP-TIP7

2024 Anacortes APS
ADA Inventory

APS PPS ID	BarrierRemovalCandidate
32	ADATP-TIP7
33	ADATP-TIP7
34	ADATP-TIP7
35	<Null>
36	<Null>
37	<Null>
38	<Null>
39	<Null>
40	<Null>
41	<Null>
42	<Null>
43	ADATP-TIP7
44	ADATP-TIP7
45	ADATP-TIP7
46	ADATP-TIP7
47	ADATP-TIP7
48	ADATP-TIP7
49	ADATP-TIP7
50	ADATP-TIP7
51	ADATP-TIP7
52	ADATP-TIP7
53	ADATP-TIP7
54	ADATP-TIP7
55	ADATP-TIP7
56	ADATP-TIP7
57	ADATP-TIP7
58	ADATP-TIP7
59	<Null>
60	<Null>
61	<Null>
62	<Null>

2024 Anacortes APS
ADA Inventory

APS PPS ID	BarrierRemovalCandidate
63	<Null>
64	<Null>
65	<Null>
66	<Null>
67	<Null>
68	<Null>
69	<Null>
70	<Null>
71	<Null>
72	<Null>
73	<Null>
74	<Null>

**Public Right-of-Way
ADA (Americans with Disabilities Act)
Self-Evaluation and Transition Plan**



Appendix C4

**2024 Rectangular Rapid Flashing Beacon (RRFB)
Inventory Documentation**

September 2024

Prepared by



2024 Anacortes RRFB
Inventory Schema

Field	Answer Type	Answer Options
RRFB_PPB_ID	Numeric Whole	Enter whole number
RRFB_PPB_ID_Name	Text	RRFB_PPB_ID_### format
TSI_RRFB_PBB_Photo_ID	Take Photos	"Wide" view of ped pushbutton pole and crossing
		"Close up" view of ped pushbutton
Collector_Date	Calendar	Select today's date
PPB_Crossing_Direction	Multiple Choice	Northbound
		Southbound
		Eastbound
		Westbound
		Northwestbound
		Northeastbound
		Southwestbound
		Southeastbound
		Center
PPB_Corner	Multiple Choice	North
		South
		East
		West
		Northwest
		Northeast
		Southwest
		Southeast
Crossing_Type	Multiple Choice	Center
		Mid-block
		Roundabout
Street_Name	Text	Other
Q1_Field_Tech_Initials	Multiple Choice	Enter name of street served by RRFB crossing
		JLS
		EWJ
		DBH
		MJS

2024 Anacortes RRFB
Inventory Schema

Field	Answer Type	Answer Options
Q2_Dir_Arrow_Parallel_Xwalk	Multiple Choice	Yes
		No
Q3_PPQ3_PPB_Height_42in_Above_PAR	Multiple Choice	Yes
		No
Q4_PPB_Height_Above_PAR_Inches	Numeric Whole	Enter whole number for inches (Ex 42)
Q5_PPB_to_CurbLine_18in_to_6Ft	Multiple Choice	Yes
		No
Q6_PPB_to_Curb_Max_10Feet	Numeric Decimal	Enter number for feet (can use decimal Ex. 5.5)
Q7_PPB_to_XWalk_Line_Upto5Ft	Multiple Choice	Yes
		No
Q8_PPB_toXwalk_Line_Max5Feet	Numeric Decimal	Enter number for feet (can use decimal Ex. 1.5)
Q9_PAR_Min_Clearance_Feet	Numeric Decimal	Enter number for feet (can use decimal Ex. 1.5)
Q10_DWS	Multiple Choice	DWS present - minimum 2x4Feet
		DWS present - less than 2x4Feet
		No DWS present
Q11_PBB_Reach_Inches	Numeric Whole	Enter whole number for inches (Ex 10)
Q12_Locator_Tone_Provided	Multiple Choice	Yes
		No
Q13_RRFB_Message_Type	Multiple Choice	Chirp or Audible Tone
		Verbal spoken message
		No audible sound or message
Q14_RRFB_Message_Yellow_Are_Flashing	Multiple Choice	Yes-Spoken Once
		Yes-Spoken Twice
		No Message
		Other Spoken Message
Q15_PPB_RRFB_Compliant	Multiple Choice	Yes
		No
Notes	Open-Ended	Add as needed
BarrierRemovalCandidate	Text	2025-2030 TIP Project - See ADA Transition Plan Table C-11.

2024 Anacortes RRFB
ADA Inventory

RRFB PPB ID	RRFB PPB ID Name	TSI_RRFB_PPB_Photo_ID	Collector Date	PPB_Crossing_Direction
1	RRFB_PPB_ID_001	RRFB_PPB_ID_001_Photo01.jpg;RRFB_PPB_ID_001_Photo02.jpg	4/17/2024 20:00	Southbound
2	RRFB_PPB_ID_002	RRFB_PPB_ID_002_Photo01.jpg;RRFB_PPB_ID_002_Photo02.jpg	4/17/2024 19:54	Southbound
3	RRFB_PPB_ID_003	RRFB_PPB_ID_003_Photo01.jpg;RRFB_PPB_ID_003_Photo02.jpg	4/17/2024 19:48	Northbound
4	RRFB_PPB_ID_004	RRFB_PPB_ID_004_Photo01.jpg;RRFB_PPB_ID_004_Photo02.jpg	4/17/2024 20:04	Northbound
5	RRFB_PPB_ID_005	RRFB_PPB_ID_005_Photo01.jpg;RRFB_PPB_ID_005_Photo02.jpg	4/17/2024 19:36	Southbound
6	RRFB_PPB_ID_006	RRFB_PPB_ID_006_Photo01.jpg;RRFB_PPB_ID_006_Photo02.jpg	4/17/2024 19:40	Northbound
7	RRFB_PPB_ID_007	RRFB_PPB_ID_007_Photo01.jpg;RRFB_PPB_ID_007_Photo02.jpg	4/17/2024 19:25	Southbound
8	RRFB_PPB_ID_008	RRFB_PPB_ID_008_Photo01.jpg;RRFB_PPB_ID_008_Photo02.jpg	4/17/2024 19:28	Northbound
9	RRFB_PPB_ID_009	RRFB_PPB_ID_009_Photo01.jpg;RRFB_PPB_ID_009_Photo02.jpg	4/17/2024 19:17	Southbound
10	RRFB_PPB_ID_010	RRFB_PPB_ID_010_Photo01.jpg;RRFB_PPB_ID_010_Photo02.jpg	4/17/2024 19:13	Northbound
11	RRFB_PPB_ID_011	RRFB_PPB_ID_011_Photo01.jpg;RRFB_PPB_ID_011_Photo02.jpg	4/17/2024 19:02	Eastbound
12	RRFB_PPB_ID_012	RRFB_PPB_ID_012_Photo01.jpg;RRFB_PPB_ID_012_Photo02.jpg	4/17/2024 18:01	Westbound
13	RRFB_PPB_ID_013	RRFB_PPB_ID_013_Photo01.jpg;RRFB_PPB_ID_013_Photo02.jpg	4/17/2024 17:42	Eastbound
14	RRFB_PPB_ID_014	RRFB_PPB_ID_014_Photo01.jpg;RRFB_PPB_ID_014_Photo02.jpg	4/17/2024 17:37	Westbound
15	RRFB_PPB_ID_015	RRFB_PPB_ID_015_Photo01.jpg;RRFB_PPB_ID_015_Photo02.jpg	4/19/2024 16:56	Eastbound
16	RRFB_PPB_ID_016	RRFB_PPB_ID_016_Photo01.jpg;RRFB_PPB_ID_016_Photo02.jpg	4/19/2024 16:51	Westbound
17	RRFB_PPB_ID_017	RRFB_PPB_ID_017_Photo01.jpg;RRFB_PPB_ID_017_Photo02.jpg	4/17/2024 16:27	Eastbound
18	RRFB_PPB_ID_018	RRFB_PPB_ID_018_Photo01.jpg;RRFB_PPB_ID_018_Photo02.jpg	4/17/2024 16:25	Westbound
19	RRFB_PPB_ID_019	RRFB_PPB_ID_019_Photo01.jpg;RRFB_PPB_ID_019_Photo02.jpg	4/17/2024 16:31	Eastbound
20	RRFB_PPB_ID_020	RRFB_PPB_ID_020_Photo01.jpg;RRFB_PPB_ID_020_Photo02.jpg	4/17/2024 16:21	Westbound
21	RRFB_PPB_ID_021	RRFB_PPB_ID_021_Photo01.jpg;RRFB_PPB_ID_021_Photo02.jpg	4/17/2024 16:12	Eastbound
22	RRFB_PPB_ID_022	RRFB_PPB_ID_022_Photo01.jpg;RRFB_PPB_ID_022_Photo02.jpg	4/17/2024 16:09	Westbound
23	RRFB_PPB_ID_023	RRFB_PPB_ID_023_Photo01.jpg;RRFB_PPB_ID_023_Photo02.jpg	4/17/2024 16:15	Eastbound
24	RRFB_PPB_ID_024	RRFB_PPB_ID_024_Photo01.jpg;RRFB_PPB_ID_024_Photo02.jpg	4/17/2024 16:06	Westbound
25	RRFB_PPB_ID_025	RRFB_PPB_ID_025_Photo01.jpg;RRFB_PPB_ID_025_Photo02.jpg	4/17/2024 15:54	Eastbound
26	RRFB_PPB_ID_026	RRFB_PPB_ID_026_Photo01.jpg;RRFB_PPB_ID_026_Photo02.jpg	4/17/2024 15:50	Westbound
27	RRFB_PPB_ID_027	RRFB_PPB_ID_027_Photo01.jpg;RRFB_PPB_ID_027_Photo02.jpg	4/17/2024 15:58	Eastbound
28	RRFB_PPB_ID_028	RRFB_PPB_ID_028_Photo01.jpg;RRFB_PPB_ID_028_Photo02.jpg	4/17/2024 15:46	Westbound
29	RRFB_PPB_ID_029	RRFB_PPB_ID_029_Photo01.jpg;RRFB_PPB_ID_029_Photo02.jpg	4/17/2024 15:11	Eastbound
30	RRFB_PPB_ID_030	RRFB_PPB_ID_030_Photo01.jpg;RRFB_PPB_ID_030_Photo02.jpg	4/17/2024 15:06	Westbound
31	RRFB_PPB_ID_031	RRFB_PPB_ID_031_Photo01.jpg;RRFB_PPB_ID_031_Photo02.jpg	4/17/2024 15:15	Westbound
32	RRFB_PPB_ID_032	RRFB_PPB_ID_032_Photo01.jpg;RRFB_PPB_ID_032_Photo02.jpg	4/17/2024 14:58	Westbound

2024 Anacortes RRFB
ADA Inventory

RRFB PPB ID	RRFB PPB ID Name	TSI_RRFB_PPB_Photo_ID	Collector Date	PPB_Crossing_Direction
33	RRFB_PPB_ID_033	RRFB_PPB_ID_033_Photo01.jpg;RRFB_PPB_ID_033_Photo02.jpg	5/24/2024 20:37	Southeastbound
34	RRFB_PPB_ID_034	RRFB_PPB_ID_034_Photo01.jpg;RRFB_PPB_ID_034_Photo02.jpg	5/24/2024 20:44	Northwestbound
35	RRFB_PPB_ID_035	RRFB_PPB_ID_035_Photo01.jpg;RRFB_PPB_ID_035_Photo02.jpg	5/24/2024 20:40	Southbound
36	RRFB_PPB_ID_036	RRFB_PPB_ID_036_Photo01.jpg;RRFB_PPB_ID_036_Photo02.jpg	5/24/2024 20:42	Northbound
37	RRFB_PPB_ID_037	RRFB_PPB_ID_037_Photo01.jpg;RRFB_PPB_ID_037_Photo02.jpg	4/17/2024 17:07	Southbound
38	RRFB_PPB_ID_038	RRFB_PPB_ID_038_Photo01.jpg;RRFB_PPB_ID_038_Photo02.jpg	4/17/2024 17:04	Eastbound
39	RRFB_PPB_ID_039	RRFB_PPB_ID_039_Photo01.jpg;RRFB_PPB_ID_039_Photo02.jpg	4/17/2024 17:00	Westbound
40	RRFB_PPB_ID_040	RRFB_PPB_ID_040_Photo01.jpg;RRFB_PPB_ID_040_Photo02.jpg	4/17/2024 16:55	Southbound
41	RRFB_PPB_ID_041	RRFB_PPB_ID_041_Photo01.jpg;RRFB_PPB_ID_041_Photo02.jpg	4/17/2024 17:16	Eastbound
42	RRFB_PPB_ID_042	RRFB_PPB_ID_042_Photo01.jpg;RRFB_PPB_ID_042_Photo02.jpg	4/17/2024 17:11	Northbound
43	RRFB_PPB_ID_043	RRFB_PPB_ID_043_Photo01.jpg;RRFB_PPB_ID_043_Photo02.jpg	4/17/2024 17:23	Northbound
44	RRFB_PPB_ID_044	RRFB_PPB_ID_044_Photo01.jpg;RRFB_PPB_ID_044_Photo02.jpg	4/17/2024 17:20	Westbound
45	RRFB_PPB_ID_045	RRFB_PPB_ID_045_Photo01.jpg;RRFB_PPB_ID_045_Photo02.jpg	8/5/2024 16:48	Southbound
46	RRFB_PPB_ID_046	RRFB_PPB_ID_046_Photo01.jpg;RRFB_PPB_ID_046_Photo02.jpg	8/5/2024 16:47	Northbound

2024 Anacortes RRFB
ADA Inventory

RRFB PPB ID	PPB_Corner	Crossing_Type	Street_Name	Q1_Field_Tech_Initials	Q2_Dir_Arrow_Parallel_XWalk
1	Northwest	Roundabout	Ship Harbor Blvd	EWJ	Yes
2	Northeast	Roundabout	Ship Harbor Blvd	EWJ	Yes
3	Southeast	Roundabout	Ship Harbor Blvd	EWJ	Yes
4	Southwest	Roundabout	Ship Harbor Blvd	EWJ	Yes
5	North	Mid-Block	Oaks Ave	EWJ	No
6	South	Mid-Block	Oaks Ave	EWJ	No
7	North	Mid-Block	12th St	EWJ	No
8	South	Mid-Block	12th St	JLS	No
9	North	Mid-Block	12th St	EWJ	No
10	South	Mid-Block	12th St	EWJ	No
11	West	Mid-Block	A Ave	EWJ	No
12	East	Mid-Block	A Ave	EWJ	No
13	West	Mid-Block	D Ave	EWJ	No
14	East	Mid-Block	D Ave	EWJ	No
15	West	Mid-Block	J Ave	EWJ	No
16	East	Mid-Block	J Ave	EWJ	No
17	West	Mid-Block	R Ave	EWJ	No
18	Center	Mid-Block	R Ave	EWJ	No
19	Center	Mid-Block	R Ave	EWJ	No
20	East	Mid-Block	R Ave	EWJ	No
21	West	Mid-Block	R Ave	EWJ	No
22	Center	Mid-Block	R Ave	EWJ	No
23	Center	Mid-Block	R Ave	EWJ	No
24	East	Mid-Block	R Ave	EWJ	No
25	West	Mid-Block	R Ave	EWJ	No
26	Center	Mid-Block	R Ave	EWJ	No
27	Center	Mid-Block	R Ave	EWJ	No
28	East	Mid-Block	R Ave	EWJ	No
29	West	Mid-Block	R Ave	EWJ	No
30	Center	Mid-Block	R Ave	EWJ	No
31	Center	Mid-Block	R Ave	EWJ	No
32	East	Mid-Block	R Ave	EWJ	No

2024 Anacortes RRFB
ADA Inventory

RRFB PPB ID	PPB_Corner	Crossing_Type	Street_Name	Q1_Field_Tech_Initials	Q2_Dir_Arrow_Parallel_XWalk
33	Northwest	Mid-Block	March's Point Rd	JLS	No
34	Southeast	Mid-Block	March's Point Rd	JLS	No
35	North	Mid-Block	S March Point Rd	JLS	No
36	South	Mid-Block	S March Point Rd	JLS	No
37	Northwest	Roundabout	M Ave	EWJ	No
38	Northwest	Roundabout	M Ave	EWJ	No
39	Northeast	Roundabout	M Ave	EWJ	No
40	Northeast	Roundabout	32nd	EWJ	No
41	Southwest	Roundabout	M Ave	EWJ	No
42	Southwest	Roundabout	32nd	EWJ	No
43	Southeast	Roundabout	32nd	EWJ	No
44	Southeast	Roundabout	M Ave	EWJ	No
45	North	Mid-Block	S March Point Rd	JLS	No
46	South	Mid-Block	S March Point Rd	JLS	No

2024 Anacortes RRFB

ADA Inventory

RRFB PPB ID	Q3_PPB_Height_42in_Above_PAR	Q4_PPB_Height_Above_PAR_Inches	Q5_PPB_to_CurbLine_18in_to_6Ft
1	No	41	Yes
2	No	39	Yes
3	Yes	42	Yes
4	Yes	42	Yes
5	Yes	42	No
6	No	43	Yes
7	Yes	42	Yes
8	No	39	Yes
9	No	43	Yes
10	Yes	42	Yes
11	No	43	No
12	No	38	Yes
13	No	48	No
14	No	54	No
15	Yes	42	Yes
16	Yes	42	Yes
17	Yes	42	No
18	Yes	42	Yes
19	Yes	42	Yes
20	Yes	42	No
21	Yes	42	No
22	Yes	42	Yes
23	Yes	42	Yes
24	Yes	42	No
25	Yes	42	No
26	Yes	42	Yes
27	Yes	42	Yes
28	Yes	42	No
29	Yes	42	No
30	Yes	42	Yes
31	Yes	42	Yes
32	Yes	42	No

2024 Anacortes RRFB

ADA Inventory

RRFB PPB ID	Q3_PPB_Height_42in_Above_PAR	Q4_PPB_Height_Above_PAR_Inches	Q5_PPB_to_CurbLine_18in_to_6Ft
33	Yes	42	No
34	Yes	42	No
35	Yes	42	No
36	No	40	Yes
37	Yes	42	No
38	Yes	42	No
39	Yes	42	No
40	Yes	42	Yes
41	Yes	42	No
42	Yes	42	Yes
43	No	41	No
44	No	41	No
45	No	43	No
46	No	46	Yes

2024 Anacortes RRFB

ADA Inventory

RRFB PPB ID	Q6_PPB_to_Curb_Max_10Feet	Q7_PBB_to_XWalk_Line_Upto5Ft	Q8_PPB_to_XWalk_Line_Max5Feet	Q9_PAR_Min_Clearance_Feet
1	2	Yes	3	8
2	2	Yes	1.5	8
3	2	Yes	3	8
4	2	Yes	3	8
5	1	Yes	0	4.5
6	1.5	Yes	0	4.5
7	1.5	Yes	2	9
8	1.333	Yes	0	6
9	5	Yes	2.75	6
10	4	Yes	0	5
11	10	Yes	1	10
12	3	No	1	5
13	6.5	Yes	2	5
14	6.5	Yes	1	5
15	3	Yes	0	6
16	2.75	Yes	0	6
17	8	Yes	1	6
18	2	Yes	1	8
19	2	Yes	1	9
20	8	Yes	1	6
21	9	Yes	1	6
22	2	Yes	0	8
23	2	Yes	0	8
24	9	Yes	0	6
25	10	Yes	1	6
26	2	Yes	0	9
27	2	Yes	0	9
28	9	Yes	0	6
29	10	Yes	0	6
30	2	Yes	0	8
31	2	Yes	0	9
32	7.5	Yes	0	6

2024 Anacortes RRFB

ADA Inventory

RRFB PPB ID	Q6_PPB_to_Curb_Max_10Feet	Q7_PBB_to_XWalk_Line_Upto5Ft	Q8_PPB_to_XWalk_Line_Max5Feet	Q9_PAR_Min_Clearance_Feet
33	6.5	Yes	0	6
34	7.5	Yes	0	6
35	12	No	17	2
36	4	Yes	0	4
37	9	Yes	0	8
38	7.5	Yes	0	6
39	8	Yes	0	6
40	5	Yes	0	5
41	8	Yes	0	8
42	4	Yes	0	5
43	8	Yes	0	8
44	7	Yes	0	5
45	9	Yes	0	8
46	4	Yes	5	10

2024 Anacortes RRFB
ADA Inventory

RRFB PPB ID	Q10_DWS	Q11_PBB_Reach	Q12_Locator_Tone_Provided	Q13_RRFB_Message_Type
1	DWS present - minimum 2x4Feet	14	No	No audible sound or message
2	DWS present - minimum 2x4Feet	14	No	No audible sound or message
3	DWS present - minimum 2x4Feet	14	No	No audible sound or message
4	DWS present - minimum 2x4Feet	20	Yes	No audible sound or message
5	DWS present - minimum 2x4Feet	6	No	Chirp or Audible Tone
6	DWS present - minimum 2x4Feet	4	No	Chirp or Audible Tone
7	DWS present - minimum 2x4Feet	20	No	Chirp or Audible Tone
8	DWS present - minimum 2x4Feet	5	No	Chirp or Audible Tone
9	DWS present - minimum 2x4Feet	5	No	Chirp or Audible Tone
10	DWS present - minimum 2x4Feet	8	No	Chirp or Audible Tone
11	No DWS present	5	No	Chirp or Audible Tone
12	DWS present - less than 2x4Feet	15	No	Chirp or Audible Tone
13	DWS present - minimum 2x4Feet	16	No	Chirp or Audible Tone
14	DWS present - minimum 2x4Feet	12	No	Chirp or Audible Tone
15	DWS present - minimum 2x4Feet	6	No	Chirp or Audible Tone
16	DWS present - minimum 2x4Feet	4	No	Chirp or Audible Tone
17	DWS present - minimum 2x4Feet	12	No	No audible sound or message
18	DWS present - minimum 2x4Feet	0	No	No audible sound or message
19	DWS present - minimum 2x4Feet	0	No	No audible sound or message
20	DWS present - minimum 2x4Feet	14	No	No audible sound or message
21	DWS present - minimum 2x4Feet	14	No	No audible sound or message
22	DWS present - minimum 2x4Feet	0	No	No audible sound or message
23	DWS present - minimum 2x4Feet	0	No	No audible sound or message
24	DWS present - minimum 2x4Feet	12	No	No audible sound or message
25	DWS present - minimum 2x4Feet	14	No	No audible sound or message
26	DWS present - minimum 2x4Feet	0	No	No audible sound or message
27	DWS present - minimum 2x4Feet	0	No	No audible sound or message
28	DWS present - minimum 2x4Feet	12	Yes	No audible sound or message
29	DWS present - minimum 2x4Feet	12	No	No audible sound or message
30	DWS present - minimum 2x4Feet	0	No	No audible sound or message
31	DWS present - minimum 2x4Feet	0	No	No audible sound or message
32	DWS present - minimum 2x4Feet	12	No	No audible sound or message

2024 Anacortes RRFB
ADA Inventory

RRFB PPB ID	Q10_DWS	Q11_PBB_Reach	Q12_Locator_Tone_Provided	Q13_RRFB_Message_Type
33	No DWS present	6	No	No audible sound or message
34	No DWS present	16	No	No audible sound or message
35	No DWS present	0	No	No audible sound or message
36	No DWS present	0	No	No audible sound or message
37	DWS present - minimum 2x4Feet	11	No	Chirp or Audible Tone
38	DWS present - minimum 2x4Feet	1	No	Chirp or Audible Tone
39	DWS present - less than 2x4Feet	7	No	Chirp or Audible Tone
40	DWS present - minimum 2x4Feet	3	No	No audible sound or message
41	DWS present - minimum 2x4Feet	10	No	Chirp or Audible Tone
42	DWS present - minimum 2x4Feet	4	No	Chirp or Audible Tone
43	DWS present - minimum 2x4Feet	7	No	Chirp or Audible Tone
44	DWS present - minimum 2x4Feet	1	Yes	Chirp or Audible Tone
45	No DWS present	0	No	No audible sound or message
46	No DWS present	0	No	No audible sound or message

2024 Anacortes RRFB
ADA Inventory

RRFB PPB ID	Q14_RRFB_Message_Yellow_Lights_Are_Flashing	Q15_PPB_RRFB_Compliant
1	No Message	No
2	No Message	No
3	No Message	No
4	No Message	No
5	No Message	No
6	No Message	No
7	No Message	No
8	No Message	No
9	No Message	No
10	No Message	No
11	No Message	No
12	No Message	No
13	No Message	No
14	No Message	No
15	No Message	No
16	No Message	No
17	Other Spoken Message	No
18	No Message	No
19	No Message	No
20	No Message	No
21	No Message	No
22	No Message	No
23	No Message	No
24	No Message	No
25	No Message	No
26	No Message	No
27	No Message	No
28	No Message	No
29	No Message	No
30	No Message	No
31	No Message	No
32	No Message	No

2024 Anacortes RRFB
ADA Inventory

RRFB PPB ID	Q14_RRFB_Message_Yellow_Lights_Are_Flashing	Q15_PPB_RRFB_Compliant
33	No Message	No
34	No Message	No
35	No Message	No
36	No Message	No
37	No Message	No
38	No Message	No
39	No Message	No
40	No Message	No
41	No Message	No
42	No Message	No
43	No Message	No
44	No Message	No
45	No Message	No
46	No Message	No

2024 Anacortes RRFB
ADA Inventory

RRFB PPB ID	Notes	BarrierRemovalCandidate
1	<Null>	<Null>
2	<Null>	<Null>
3	<Null>	<Null>
4	<Null>	<Null>
5	<Null>	<Null>
6	<Null>	<Null>
7	<Null>	<Null>
8	<Null>	<Null>
9	<Null>	<Null>
10	<Null>	<Null>
11	<Null>	<Null>
12	<Null>	<Null>
13	<Null>	<Null>
14	<Null>	<Null>
15	<Null>	<Null>
16	<Null>	<Null>
17	<Null>	<Null>
18	<Null>	<Null>
19	<Null>	<Null>
20	<Null>	<Null>
21	<Null>	<Null>
22	<Null>	<Null>
23	<Null>	<Null>
24	<Null>	<Null>
25	<Null>	<Null>
26	<Null>	<Null>
27	<Null>	<Null>
28	<Null>	<Null>
29	<Null>	<Null>
30	<Null>	<Null>
31	<Null>	<Null>
32	<Null>	<Null>

2024 Anacortes RRFB
ADA Inventory

RRFB PPB ID	Notes	BarrierRemovalCandidate
33	Confirmation tone when button is pushed but no other audible tone	<Null>
34	Confirmation tone when button is pushed but no other audible tone	<Null>
35	Confirmation tone when button is pushed but no other audible tone	ADATP-TIP9
36	Confirmation tone when button is pushed but no other audible tone	ADATP-TIP9
37	<Null>	<Null>
38	<Null>	<Null>
39	<Null>	<Null>
40	<Null>	<Null>
41	<Null>	<Null>
42	<Null>	<Null>
43	<Null>	<Null>
44	<Null>	<Null>
45	Confirmation tone when button is pushed but no other audible tone	ADATP-TIP9
46	Pushbutton not functioning. No confirmation tone. No light activation.	ADATP-TIP9

**Public Right-of-Way
ADA (Americans with Disabilities Act)
Self-Evaluation and Transition Plan**



Appendix C5

Maximum Extent Feasible (MEF) Documentation

September 2024

Prepared by



City of Anacortes

MEF Documentation



City of Anacortes
904 6th Street
P.O. Box 547
Anacortes, WA 98221
Phone: (360) 293-1900

Maximum Extent Feasible Documentation for ADA Guidelines Compliance

This form is to be stamped and signed by a Professional Engineer licensed to practice in the State of Washington

This is to request an official City review of the maximum extent feasible (MEF) design documentation for the occasional case where a pedestrian facility (including driveways which include sidewalks) in the public-right-of-way cannot be altered to comply fully with accessibility standards.

Any features of a pedestrian facility that can be made accessible shall be accessible regardless of whether some features cannot be altered to fully comply with applicable accessibility standards. MEF Applications and supporting documentation shall not be approved where there is an attempt to justify acceptance of pedestrian facilities that were improperly designed or constructed.

One form shall be filled out for each facility (Curb Ramp, Driveway, etc.). This form shall be filled out and submitted with the engineering permit application. In addition, after construction is complete this form shall be filled out for the as-built constructed conditions and submitted to the City for approval before Final is given for the project.

Project Name: _____

Project Location: _____

Facility Type(s): _____

Date: _____ **Prepared By:** _____

The purpose of this document is to provide a record of Americans with Disabilities Act (ADA) accessibility compliance for pedestrian facilities, curb ramps and associated elements for the above stated project.

MEF documentation shall provide sufficient detail to clearly identify the location of each pedestrian facility to be evaluated, and:

1. Reference the applicable accessibility standard for each pedestrian facility where standards cannot be fully complied with;
2. Describe the circumstances that make it virtually impossible to achieve full compliance;
3. Document design alternatives that were considered in an attempt to comply with standards;
4. Describe how accessibility standards are met to the maximum extent feasible; and
5. Attach drawing, engineering calculations, or other data to substantiate the request.

Project Overview

☐

Pre-Construction Submittal

☐

As-built Constructed Conditions

City of Anacortes

MEF Documentation

Project Description (Attach additional pages if necessary)

Existing Conditions

ADA Compliance Design Guidelines

The design criteria guidance for ADA compliance for this project is the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, August 8, 2023 (the 2023 version of the PROWAG) and the 2010 ADA Standards for Accessible Design. Based on these guidelines, the following determinations have been made for this project:

- ☐ New Construction
- ☐ Alteration

Maximum Extent Feasible Description

City of Anacortes

MEF Documentation

Justification

Recommendation

Engineer Stamp

FOR STAFF USE ONLY

MEF REVIEW DETERMINATION FACILITY ID#_____

The pedestrian facilities in the public right-of-way described in the Applicant’s supporting documentation comply with applicable accessibility standards to the “maximum extent feasible”.

☐ Approved ☐ Approved with Conditions ☐ Denied

Conditions/Comments:

Public Works Director/City Engineer

Date

Public Right-of-Way ADA (Americans with Disabilities Act) Self-Evaluation and Transition Plan



Appendix D1

Public Engagement Strategy and Findings

September 2024

Prepared by



VIRTUAL ADA WORKSHOP

TUESDAY, JUNE 4TH
6PM-7PM



The City of Anacortes is developing an ADA (Americans with Disabilities Act) Plan focusing on curb ramps and accessibility at street crossings within city limits and we want to hear from YOU!

Virtual Zoom meeting information is available on the City's project website at www.anacorteswa.gov/1621/2024-PROW-ADA-Project

Workshop goals:

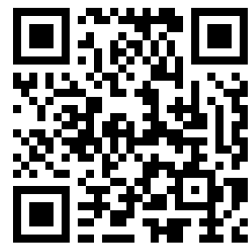
- Provide the opportunity to identify barriers and recommend improvements.
- Prioritize when and where to remove existing ADA barriers.
- Develop relationships with local organizations serving individuals with disabilities.

Who is invited?

- Individuals with disabilities
- Senior citizens
- Parents/family members/friends of individuals with disabilities
- Groups that provide services or transportation to individuals with disabilities
- Individuals with experience and knowledge of ADA planning and requirements
- Interested City of Anacortes residents

Can't make it?

Please take our online survey. It's 12 questions and takes 5-7 minutes to complete. You can take the survey via the QR code.



If you have questions or would like to request an accommodation to participate, please contact Sidney Neel, via email at sidneyneel@cityofanacortes.org or by phone at 360-588-8330 (TTY: 7-1-1 or 1-800-833-6388)



Anacortes Senior Activity Center

Where seniors thrive

1973-2024 — Proudly serving seniors for 51 years



June 2024

NEWSLETTER

Is there anything special you are looking forward to this summer? Perhaps a visit from a friend or family member? Or maybe you are hoping to try something new in your garden or start a new hobby. Anticipation is a psychological process we engage in to mentally prepare for a future reward that can motivate us and create discipline in our lives. Whatever you are anticipating, we hope the services and programs listed in our June newsletter will prepare you for what lies ahead, including the hope of something special this summer.



“Summer was our best season: it was sleeping on the back screened porch in cots, or trying to sleep in the treehouse; summer was everything good to eat; it was a thousand colors in a parched landscape; but most of all...”

-- Harper Lee

Fire Drill

Monday • June 3 • 10:30 a.m.

The Center will be holding its quarterly fire drill this month. Everyone in the building at that time will be notified before the drill begins. Once the alarm sounds, everyone must exit the building immediately. The drill will take less than 15 minutes. If you have any questions or want more information, please speak with Karl Wolfswinkel in the office.

Virtual ADA Workshop

Tuesday • June 4 • 6 p.m. • ONLINE

The City of Anacortes is developing an ADA (Americans with Disabilities Act) Plan, focusing on curb ramps and accessibility at street crossings within city limits and they want to hear from you. Their goal is to identify and remove barriers while developing relationships with local organizations serving individuals with disabilities. Contact Sidney Neel at the City with any questions, 360-293-1473 or sidneyneel@cityofanacortes.org. Virtual meeting information is available on the City's project website at www.anacorteswa.gov/1621/2024-PROW-ADA-Project.



Bake Sale

Friday • June 7 • 9 a.m.-1 p.m.

Mark your calendar and pick up your yummy home-baked goods to share with family and friends. Proceeds go to support Center programs.

Jennifer Salemann

From: Sidney Neel <sidneyn@cityofanacortes.org>
Sent: Tuesday, May 21, 2024 8:56 AM
Subject: City of Anacortes Virtual ADA Workshop
Attachments: ADA Workshop.png

Good morning,

We are requesting your assistance to promote the City of Anacortes' ADA Transition Plan public engagement activities on your social media platforms, newsletters, or other community communication channels.

We are providing the attached ADA Workshop flyer with a QR code to our **public survey** and a link to our project webpage that has more information about the public survey and **Virtual ADA workshop taking place on June 4th from 6pm-7pm**. Your participation in our survey and workshop would be greatly appreciated!

We appreciate your support in promoting the City's work to remove barriers to accessibility for persons with disabilities in the City of Anacortes.

Thank you,



Sidney Neel

Public Works Administrator
City of Anacortes
904 6th Street | P.O. Box 547 | Anacortes, WA 98221
www.anacorteswa.gov | [Follow us on Facebook!](#)
Never miss an update: [Sign up for Public Works notifications](#)

2024_05_20 Direct Email Contacts for Promoting ADA Survey and Virtual ADA Workshop

Organization	Contact Name	Contact Email
Anacortes School District	Dr. Justin Irish, Superintendent	jirish@asd103.org
	Dr. Becky Clifford, Asst Superintendent	rclifford@asd103.org
Anacortes High School	Dr. Erin Duez, Principal	eduez@asd103.org
	Molly Huggins, Asst. Principal (also Principal of Cap Sante HS)	mhuggins@asd103.org
Anacortes Middle School	Kia duNaan, Principal	kdunann@asd103.org
	Erica McColl, Asst Principal	emccoll@asd103.org
Fidalgo Elementary School	Dr. Tara Dowd, Principal	tdowd@asd103.org
Island View Elementary School	Brian Hanrahan, Principal	bhanrahan@asd103.org
Mt. Erie Elementary School	Kevin Schwartz, Principal	kschwartz@asd103.org
Whitney Early Childhood Education Center	Kristen Koehler	kkoehler@asd103.org
Anacortes Senior Center Newsletter	Karl Wolfswinkel, Senior Center Administrator	City contact
	Amanda Miller, Program Coordinator	City contact
Aging and Disability Resources (ADR) Skagit County	No name: phone number is 460-428-1309	ADRCskagit@dshs.wa.gov
Anacortes Newsflash https://www.anacorteswa.gov/	Sidney Neel or other City staff	sidneyn@cityofanacortes.org
Go Anacortes Publication https://www.goskagit.com/anacortes/	General contact email (there is also a general "Promote your Event" link at the bottom of their webpage)	news@goanacortes.com
Samish Indian Nation https://www.samishtribe.nsn.us/contact	No email, webpage has contact us form via link at bottom	Phone: (360) 293-6404

Salvation Army Anacortes Corps	Brett Harrison	Brett.harrison@usw.salvationarmy.org
Kiwanis Club of Anacortes http://www.anacorteskiwanis.org/		info@anacorteskiwanis.org
Anacortes Public Library https://www.anacorteswa.gov/20/Library		library@cityofanacortes.org
Anacortes Community Theatre https://acttheatre.com/		info@acttheatre.com
Anacortes Boys and Girls Club https://skagitclubs.org/anacortes/	General Skagit County email	info@skagitclubs.org 360-419-3273 x 13 local Anacortes contact phone
Anacortes Chamber of Commerce	Jordan Weeks, Events & Communications Coordinator	jordan@anacortes.org
Island Hospital https://islandhealth.org/contact/	General Communications	360.299.1310 or general contact email webpage https://islandhealth.org/contact/
Port of Anacortes https://www.portofanacortes.com/about-us/contact/	General informational email	marina@portofanacortes.com
Anacortes Community Page (20,000 members)		https://www.facebook.com/groups/1664522847115424/



Public Workshop

Americans with Disabilities Act (ADA) Public Right-of-Way Transition Plan

City of Anacortes

**Tuesday, June 4, 2024
6:00 – 7:00 pm**





Workshop Hosts

City Staff – Anacortes Public Works Department

Sidney Neel, Public Works Administrator/ADA Coordinator
Andrew Rheame, Public Works Director

Consultant Staff - Transportation Solutions, Inc.

Jennifer Salemann, Planner
Victor Salemann, Engineer



Virtual Public Workshop Feedback Opportunities

- We will ask some polling questions during the workshop.
- We intend to address questions and provide time for open dialogue when you see the following message: **Raise Hand or Respond in Q&A**
- You may enter questions into the **Q&A** at any time.
- There will be more time for questions at the end.



Agenda

6:00 – 6:10: PART 1 – INTRO

Highlight Americans with Disabilities Act (ADA) Transition Plan purpose

6:10 – 6:50: PART 2 – PUBLIC RIGHT-OF-WAY FACILITIES

- **Share findings** of existing ADA accessibility barriers
- **Listen to your experiences** with ADA barriers
- **Listen to your preferences for prioritizing** ADA barriers for removal

6:50 – 7:00: PART 3 – MAKING A PLAN



PART 1

ADA TRANSITION PLANS 101



What should an ADA Transition Plan do?

- Identify accessibility barriers
- Describe methods used to remove accessibility barriers
- Provide a barrier removal schedule
- Identify public official responsible to implement plan



Types of Barriers under Title II (Local & State Governments)

Physical Barriers

- Public right-of-way (curb ramps, accessible pedestrian signals, and rectangular rapid flashing beacon pedestrian crossings) **INCLUDED IN THIS PLAN**
- City sidewalks/driveways, buildings, parks, paved shared-use trails, and accessible parking to be addressed at a future date

Programmatic Barriers

- Public services, programs, and activities – **POLICIES AND PROCEDURES INCLUDED IN THIS PLAN**



PART 2

PUBLIC RIGHT-OF-WAY (PROW) FACILITIES



PROW Facilities

PROW Facilities Addressed in this ADA Transition Plan

- Curb ramps
- Accessible pedestrian signals (APS) at pedestrian crossings
- Rectangular Rapid Flashing Beacons (RRFBs) at pedestrian crossings

PROW Facilities to be Addressed at a Future Plan Update

- Sidewalks (and driveways)
- Accessible Parking



ADA-Compliant Physical Features in Anacortes

Curb Ramp



Accessible Pedestrian Signal



Rectangular Rapid Flashing Beacon (RRFB)





Existing Public Right-of-Way Barriers in Anacortes

Non-Compliant Curb Ramps

Fair or Better - **Green**



Poor - **Yellow**



Non-Compliant Curb Ramps cont'd

Very Poor - Orange



Missing - Red



Missing/Outdated Detectable Warning Surfaces

Compliant Truncated Domes



Outdated Diamond Aggregate



No Detectable Warning Surface



Non-Compliant Sidewalks

Fair or Better – **Green**



Poor – **Yellow**



Non-Compliant Sidewalks cont'd

Very Poor - Orange



Missing - Red



Non-compliant Accessible Pedestrian Signals



LISTENING SESSION #1

What public right-of-way barriers do you experience?

Please Raise Hand or Respond in Q&A

- Curb ramps
- Sidewalks
- Pedestrian crossings
- Pedestrian pushbuttons
- Parking
- Other?

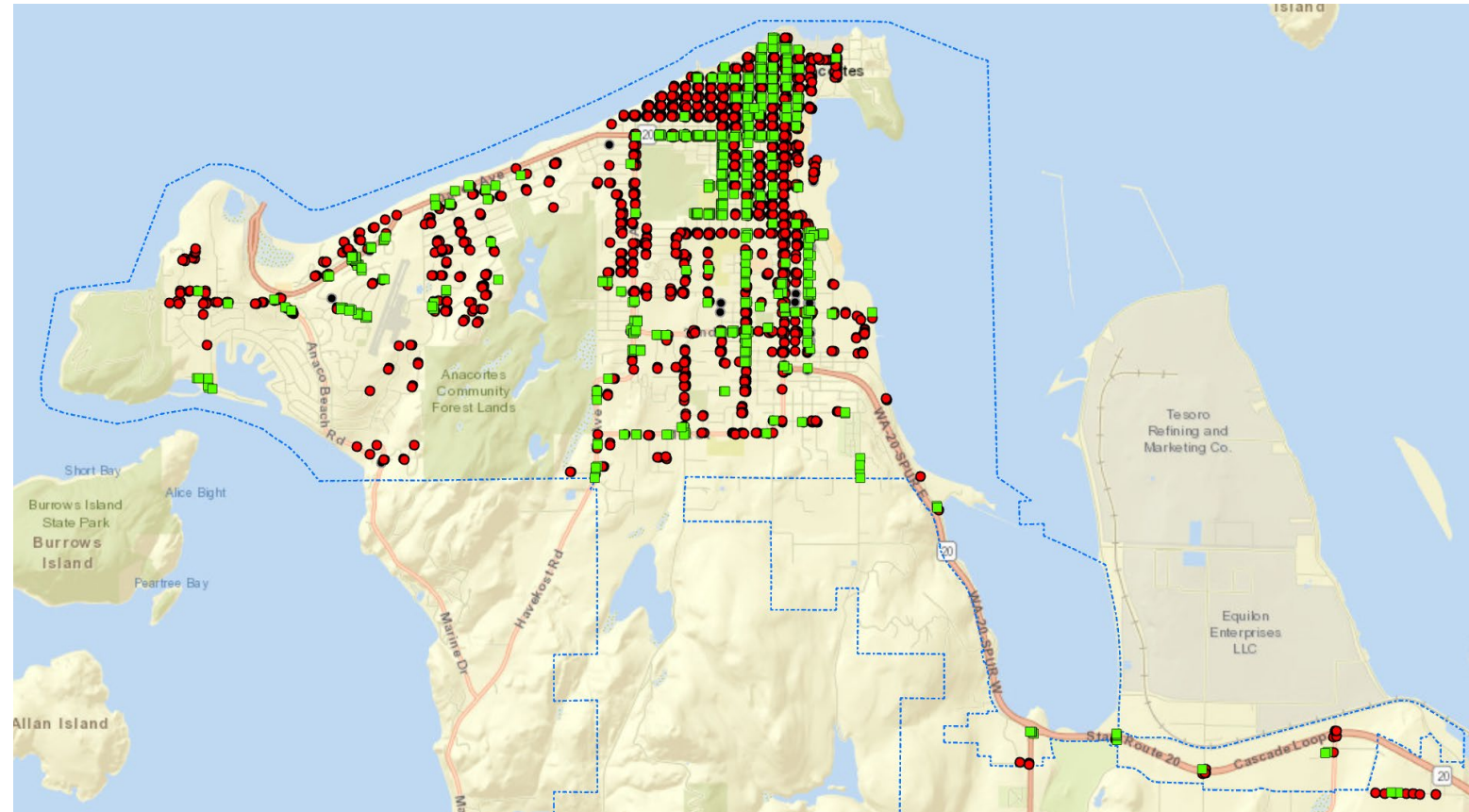


Citywide Public Right-of-Way Inventory Maps

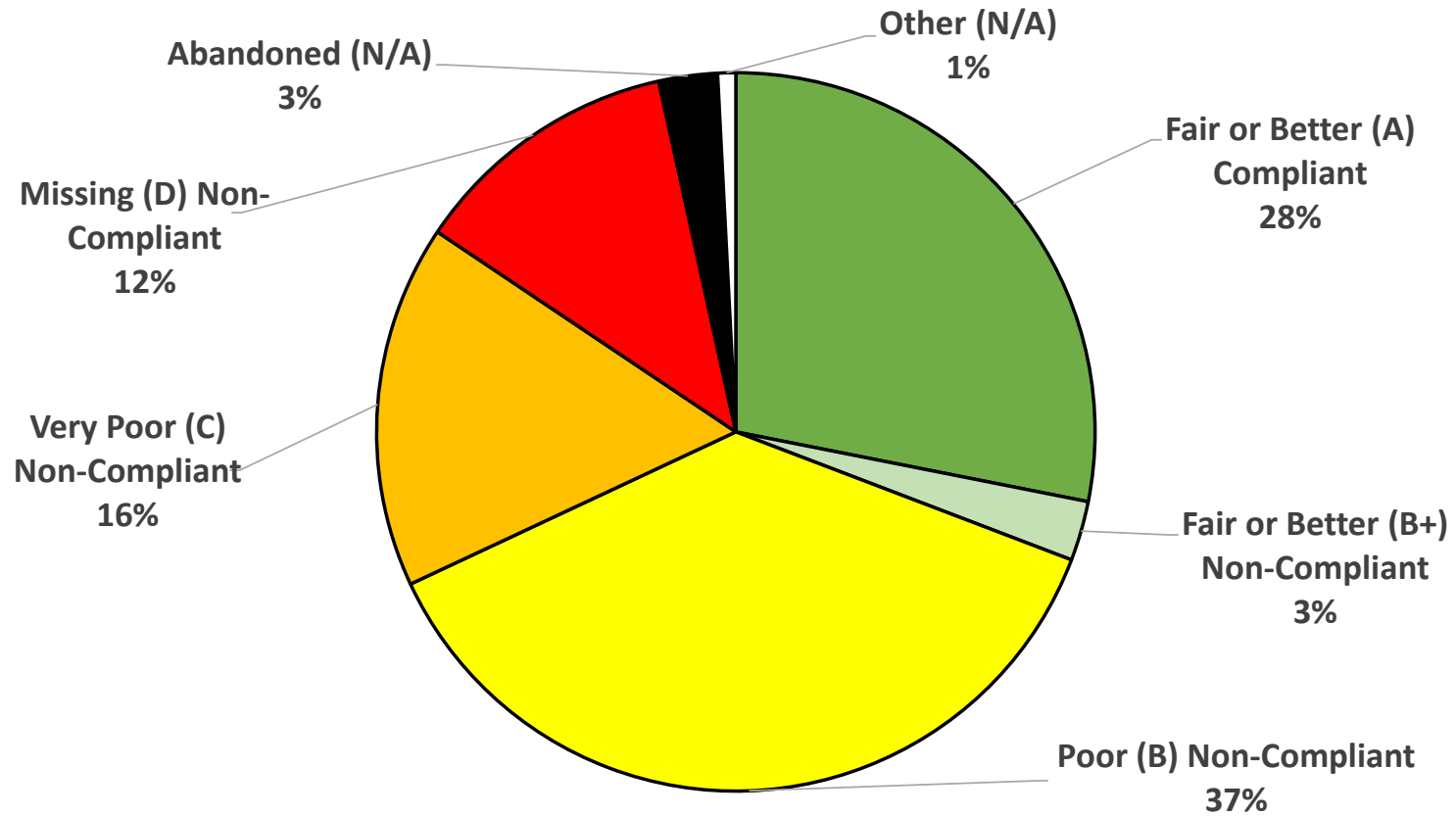
Curb Ramp ADA Compliance Map

Total Inventory: 1974 locations

- **28% ADA-compliant**
555 ramps
- **68% non-compliant**
1351 ramps with one or more non-compliant feature and locations with missing ramps
- **4% abandoned or other locations**
included for City informational purposes



Curb Ramp Grading System for Functionality



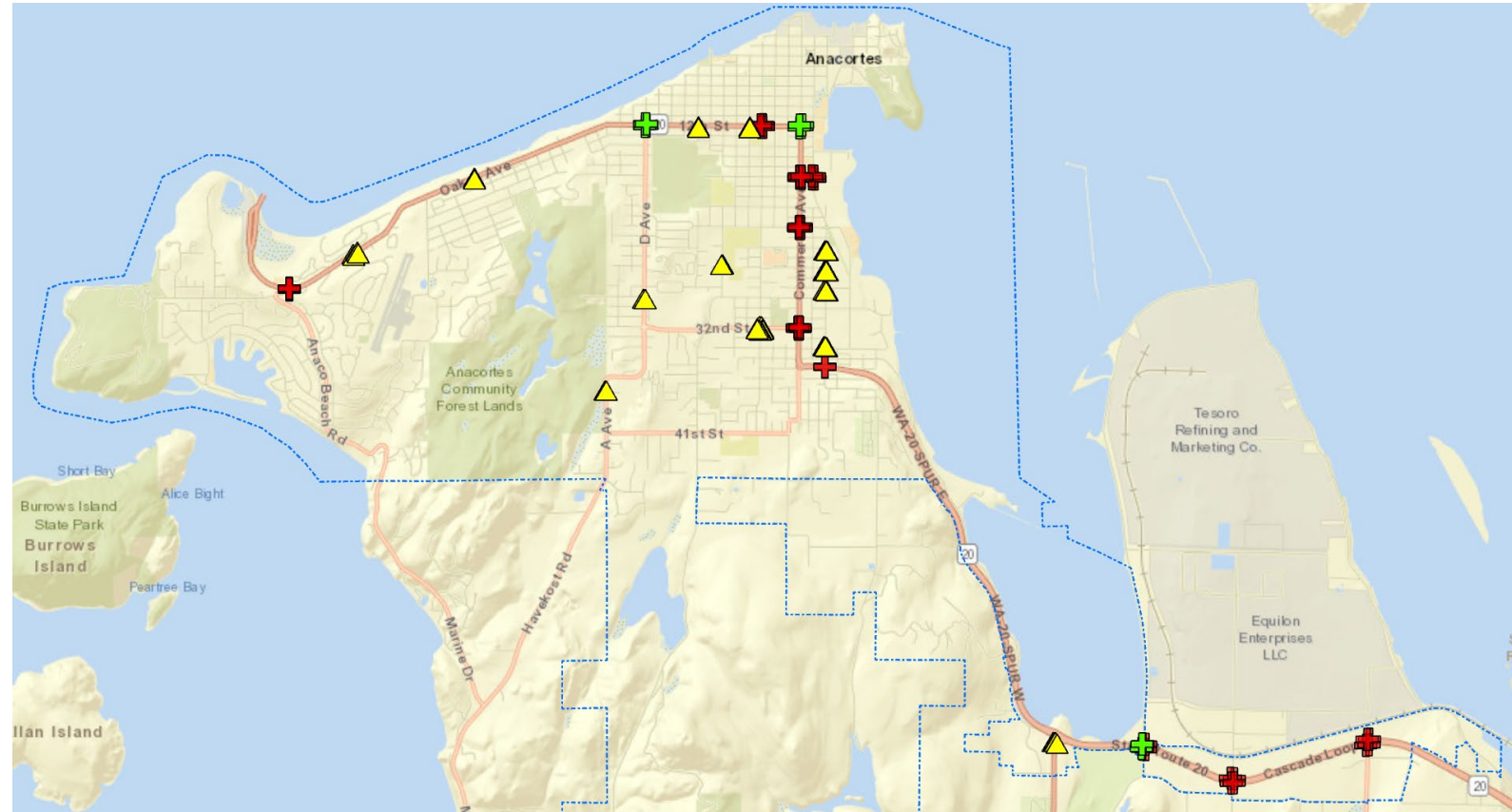
APS Compliance and RRFB Location Map

Total APS Inventory: 74 locations

- **23% ADA-compliant**
17 pushbuttons 
- **77% Non-compliant**
57 pushbuttons 

Total RRFB Inventory: 44 locations

- **Compliance under review.**
RRFBs are not addressed in 2010 ADA Standards but are addressed in PROWAG best practices.



LISTENING SESSION #2

Which public right-of-way barriers are most important for the City to remove first?

Please Raise Hand or Respond in Q&A

- Missing curb ramps
- Missing pedestrian crossings (may include APS or RRFB)
- Missing sidewalks
- Sidewalk cracks/bumps
- Fixed objects in path of travel
- Transit stop barriers?
- Overgrown vegetation?
- Other?

LISTENING SESSION #3

Where is it most important for the City to remove public right-of-way barriers?

Please Raise Hand or Respond in Q&A

- Transit Centers
- Grocery and Retail Stores
- Schools and Libraries
- My Residence
- Senior Center/Care Facilities
- City Buildings and Post Office
- Medical Clinics
- Parks and Trails
- Other?



PART 3

MAKING A PLAN



Personnel/Policies/Procedures

Personnel:

- ADA/504 Coordinator
- Official Responsible to Implement Plan

Policies/Procedures:

- Public ADA Notice
- Accessible Pedestrian Signal (APS) Policy
- ADA Grievance Procedure



How will the City implement the presented information into the PROW ADA Transition Plan?

The Plan will:

- Consider public feedback when developing prioritization criteria
- Develop a schedule for barrier removal
- Develop a financial plan to fund barrier removal
- Develop a monitoring tool to track barrier removal:
 - On-going progress reports
 - Schedule for future ADA Transition Plan updates



How does the City intend to prioritize physical barrier removal?

- 6-Year TIP
- Respond to ADA Grievances



***Will the public have a chance to
read and comment on the Draft Plan?***

YES!

The Draft ADA Transition Plan will be made
available for public comment in summer 2024



Questions? Please Raise Hand or Respond in Q&A

Thank you for participating!

**Visit our project webpage for more info →
including a link to our public survey
(survey link open through June 15)**



<https://www.anacorteswa.gov/1621/2024-PROW-ADA-Project>

WEBVTT

00:00:07.000 --> 00:00:15.000

And do you know if the public works director? Sorry.

00:00:15.000 --> 00:00:16.000

Okay.

00:00:16.000 --> 00:00:19.000

You will not be able to attend. You had another outside meeting. You had to go to. So it's gonna be just me.

00:00:19.000 --> 00:00:20.000

Okay.

00:00:20.000 --> 00:00:22.000

And how do I pronounce his Last name.

00:00:22.000 --> 00:00:25.000

Radio.

00:00:25.000 --> 00:00:38.000

Thank you.

00:00:38.000 --> 00:00:47.000

It's helpful.

00:00:47.000 --> 00:00:53.000

Okay, so we'll give everybody a couple of minutes here to.

00:00:53.000 --> 00:00:55.000

Troubleshoot get logged in.

00:00:55.000 --> 00:00:58.000

Yeah.

00:00:58.000 --> 00:01:02.000

Oh, we have another attendee. And attendee, that's great.

00:01:02.000 --> 00:01:04.000

Okay.

00:01:04.000 --> 00:01:07.000

It's always good if there are more attendees than panelists. So.

00:01:07.000 --> 00:01:15.000

Yeah.

00:01:15.000 --> 00:01:18.000

I recognize the name of the other attendee. Could be someone in a

00:01:18.000 --> 00:01:24.000

But there could be there's a different or maybe it may be a member of the public.

00:01:24.000 --> 00:01:39.000

Okay, could be. Yeah, we have we have person not the same name in the office, so we'll see

00:01:39.000 --> 00:01:40.000

Oh yeah, sorry.

00:01:40.000 --> 00:01:46.000

Thank you for changing my name, whoever did. That's I was trying to figure out how to do it and I couldn't so thank you
Sure, why not?

00:01:46.000 --> 00:01:50.000

Do you want your last name on there? Okay.

00:01:50.000 --> 00:01:58.000

Make it easier for people to find me if they're looking for me.

00:01:58.000 --> 00:02:04.000

Oh, hold on. And click and too soon.

00:02:04.000 --> 00:02:15.000

Okay.

00:02:15.000 --> 00:02:16.000

Yes.

00:02:16.000 --> 00:02:19.000

Yeah, I think maybe we'll wait till 6 0 5.

00:02:19.000 --> 00:02:20.000

Sounds good.

00:02:20.000 --> 00:02:29.000

In people. The option. At least 6 to 7 PM.

00:02:29.000 --> 00:02:30.000

Okay.

00:02:30.000 --> 00:02:32.000

In June. There's still daylight after 7. So it's. Still early evening.

00:02:32.000 --> 00:02:45.000

Yes. And the weather shaped up here a little bit. There's a little bit of blue skies now instead of all rainy.

00:02:45.000 --> 00:02:46.000

Okay. Okay.

00:02:46.000 --> 00:02:48.000

Okay, we have a raised hand from Kirk. We can meet him.

00:02:48.000 --> 00:02:53.000

Okay. You should be able to unmute there.

00:02:53.000 --> 00:03:03.000

Okay, hi there. Now. I gotta figure out my So.

00:03:03.000 --> 00:03:10.000

Hold on that. And I can figure out how to can I show myself or now?

00:03:10.000 --> 00:03:14.000

It doesn't give me the option to unlock anything. I think you should be able to on your side.

00:03:14.000 --> 00:03:20.000

That's fine. That's fine. I just wanted Victor to see my face after about 10 years.

00:03:20.000 --> 00:03:21.000

Oh.

00:03:21.000 --> 00:03:23.000

It is, it is me.

00:03:23.000 --> 00:03:25.000

Yeah.

00:03:25.000 --> 00:03:28.000

So.

00:03:28.000 --> 00:03:34.000

Yeah, I think you have the video controls on your end. I don't on this side.

00:03:34.000 --> 00:03:42.000

Do you have, a dot dot, like if you click on a participant, do you have a dot dot dot next to them.

00:03:42.000 --> 00:03:48.000

Yeah, that's where I can remove their permission to talk or rename them or remove them, but that's the only option that gives me.

00:03:48.000 --> 00:03:51.000

Okay. Okay.

00:03:51.000 --> 00:03:54.000

Okay, and now I've you don't need to see me that's fine I'm seeing you.

00:03:54.000 --> 00:03:56.000

Okay.

00:03:56.000 --> 00:03:57.000

Nice.

00:03:57.000 --> 00:03:58.000

Is this Kirk Kennedy?

00:03:58.000 --> 00:04:00.000

Yes it is.

00:04:00.000 --> 00:04:12.000

Thank you. We got the documents that you provided to Sydney. She gave those to us as well so we could look through them.

00:04:12.000 --> 00:04:13.000

Yeah.

00:04:13.000 --> 00:04:15.000

So I like the name of the committee you had barrier busters. That's easy to remember.

00:04:15.000 --> 00:04:20.000

Pretty good little crew.

00:04:20.000 --> 00:04:32.000

Yeah, Jennifer and, Victor, we're able to review those comments and, a lot of it's gonna be geared more towards actually the transportation element of our comp plan that the city is working on.

00:04:32.000 --> 00:04:33.000

So I'm going to forward those over to Transport Group who is the consultant working on that plan.

00:04:33.000 --> 00:04:40.000

And that way they have a copy of those comments as well for their public engagement.

00:04:40.000 --> 00:04:46.000

Yeah. Yeah, okay. No, that'd be great. I understand.

00:04:46.000 --> 00:05:03.000

You're talking curb cuts primarily, but what is typically was what caused this to put that map together was that curb cuts were just being done.

00:05:03.000 --> 00:05:09.000

Haphazardly and if you're not putting them together doesn't really help us out.

00:05:09.000 --> 00:05:10.000

No.

00:05:10.000 --> 00:05:18.000

I'm in a wheelchair. So, disabled and, So, so I know what it's about.

00:05:18.000 --> 00:05:24.000

Yeah, that's a very common comment we get is, yeah, please correct corridors, not just isolated curb ramps.

00:05:24.000 --> 00:05:25.000

Right.

00:05:25.000 --> 00:05:32.000

So, and yeah, like don't don't start with the principal arterial and then leave the minor connections.

00:05:32.000 --> 00:05:33.000

Right.

00:05:33.000 --> 00:05:39.000

Out. So that's yeah and I think that it is important to integrate that with the with the routes you've identified in the translation master plan.

00:05:39.000 --> 00:05:40.000

Yeah.

00:05:40.000 --> 00:05:41.000

The good news now is we've Jennifer's completed a really good inventory to show where those curve ramp barriers are.

00:05:41.000 --> 00:05:49.000

So it's a little easier to identify them as Okay. As they connect to, to corridors.

00:05:49.000 --> 00:06:08.000

Well, may I ask, may I ask Jennifer, there was an exercise performed. Several years ago when we had a bunch of volunteers go out and measure each of the ramps to know if they're compliant, non-compliant and all of that stuff.

00:06:08.000 --> 00:06:09.000

Do you have that information?

00:06:09.000 --> 00:06:18.000

Yes, and then I went through personally and spent 2 weeks in Anacortis re measuring about 2 thirds of those locations.

00:06:18.000 --> 00:06:19.000

Okay.

00:06:19.000 --> 00:06:31.000

To update and expand that. Add in data points and GIS and photos for all of the missing curb ramp locations since.

00:06:31.000 --> 00:06:42.000

That is even more important for the plan to note where there are sidewalks and flat out no ramps and actual, you know, there's a bad ramp and then there's no ramps to to be aware of as you well know.

00:06:42.000 --> 00:06:47.000

Right, right, yeah. Yeah, yeah, thank you. Appreciate that.

00:06:47.000 --> 00:06:55.000

Yeah. Yeah, if you saw someone walking around with a red rain jacket and a yellow vest and a wide, blue rain hat.

00:06:55.000 --> 00:06:57.000

That was me for 2 weeks.

00:06:57.000 --> 00:06:59.000

Hmm.

00:06:59.000 --> 00:07:02.000

Okay, well, I think we'll get started. I knew that maybe someone from gadget transit would be joining.

00:07:02.000 --> 00:07:13.000

And we'll see, but it may just be a intimate conversation with the 4 of us.

00:07:13.000 --> 00:07:21.000

That's alright, we can always provide the recording online as well. So I think if anyone that wasn't able to attend can review it that way.

00:07:21.000 --> 00:07:22.000

Sounds good.

00:07:22.000 --> 00:07:27.000

Yeah, so I'll just start with some quick introductions of myself and kind of the plan that we have going on.

00:07:27.000 --> 00:07:35.000

So my name is Sydney Neil and I'm the Public Works Administrator for the city of Vana Cortis, but I'm also the city's ADA coordinator.

00:07:35.000 --> 00:07:47.000

So I started this, we started this plan, I guess about. Fall of last year finally kicked it off at the beginning of this year and we're going to have it done by this coming fall.

00:07:47.000 --> 00:07:48.000

So we've been working with TSI, which is Jennifer and Victor that have joined us here today.

00:07:48.000 --> 00:07:57.000

And I will go ahead and let Jennifer you. Take things off.

00:07:57.000 --> 00:08:01.000

Great. So, we're aiming for just an hour this evening to let you back to your 1st summer like evening.

00:08:01.000 --> 00:08:12.000

So if you go to the next slide, please.

00:08:12.000 --> 00:08:25.000

So yes, key staff from the city, Sydney and then the public works director Andrew, he is an important person that will be implementing this plan once it is finalized.

00:08:25.000 --> 00:08:26.000

He wasn't able to join this evening, but, Victor and I are both here from transportation solutions.

00:08:26.000 --> 00:08:40.000

I am a planner and I'm doing the mapping and writing of this plan. And Victor Salmon is our engineer and president and he is providing some technical, any engineer level input.

00:08:40.000 --> 00:08:54.000

He's the person for that. Next slide, please.

00:08:54.000 --> 00:09:08.000

So we'll have some polling questions to ask. And we also wanted to have some interactive time, so it's not just me giving you information.

00:09:08.000 --> 00:09:16.000

Guide those times with the raise hand or respond in QA highlighted phrase that you'll see on particular sides.

00:09:16.000 --> 00:09:22.000

And but you can enter questions at any time and we'll have more time for questions at the end.

00:09:22.000 --> 00:09:26.000

Next slide, please.

00:09:26.000 --> 00:09:40.000

So if you could launch the 1st question, we will kick off. Just to. See what all 4 of us know for our 1st warm up question.

00:09:40.000 --> 00:09:58.000

When was the Americans with Disabilities Act assigned into law? July, 2619 90 or July, 2619 91.

00:09:58.000 --> 00:09:59.000

Oh.

00:09:59.000 --> 00:10:04.000

And I've now seen that only our attendees can vote, so it'll be a.

00:10:04.000 --> 00:10:13.000

Good.

00:10:13.000 --> 00:10:18.000

Oh, and that one.

00:10:18.000 --> 00:10:27.000

And so the ADA was, alright, so we have a guess of 1991. So, Okay, that's a quick question.

00:10:27.000 --> 00:10:43.000

It became law. I learned on July 26, th 1990, but then it was. Made if regulations were issued in 1991 and then title 2 which local state governments are responsible to.

00:10:43.000 --> 00:10:48.000

Put into effect that became law in 1992. So I had to refresh myself as well.

00:10:48.000 --> 00:11:05.000

But yes, basically we are, we're finally implementing something that's been law for over 30 years and so we really want to make meaningful progress towards removing barriers.

00:11:05.000 --> 00:11:35.000

Close the poll, please. And then the next question. Question 2, how familiar are you with ADA barriers in the public right of way?

00:11:38.000 --> 00:11:46.000

And yes, Kirk, like as evidence by your email and yes, we definitely have an expert to talk about.

00:11:46.000 --> 00:11:55.000

And so I'm looking forward to getting your feedback tonight. Can close the poll please.

00:11:55.000 --> 00:12:12.000

I will briefly introduce the ADA transition plan purpose given our knowledgeable audience tonight. Part 2, the heart of this workshop is to share findings of our existing barriers and our inventory efforts.

00:12:12.000 --> 00:12:28.000

And how that's developed over the last decade with previous city efforts. We also want to listen to your experiences and your preferences for prioritizing ADA barriers for removal.

00:12:28.000 --> 00:12:35.000

And then lastly, we'll have a short segment about how the city is making its plan to remove barriers.

00:12:35.000 --> 00:12:41.000

Next slide, please.

00:12:41.000 --> 00:12:52.000

So Kirk, if I am wrong on anything, you can correct me, but hopefully I have this down that an ADA transition plan needs to accomplish 4 things.

00:12:52.000 --> 00:13:03.000

First, it needs to identify accessibility barriers. It then needs to show the message that the city or agency will use to remove those barriers.

00:13:03.000 --> 00:13:16.000

Be they physically removing or through programs or policies, removing barriers. And then we have to have a schedule for when barriers will be removed.

00:13:16.000 --> 00:13:27.000

And then also having a public official who is responsible to implement the plan. Next slide, please.

00:13:27.000 --> 00:13:39.000

Under Title 2, which covers local and state governments, I categorize barriers in 2 groups. The physical barriers and programmatic barriers.

00:13:39.000 --> 00:13:46.000

Physical barriers can be in the public right of way. And so this plan looks at a couple of them.

00:13:46.000 --> 00:13:54.000

KERB ramps and then the accessible pedestrian signals. And then rectangular rapid flashing beacons.

00:13:54.000 --> 00:14:01.000

So the types of tools that are used at pedestrian crossings.

00:14:01.000 --> 00:14:15.000

This plan doesn't cover city sidewalks and driveways. Or city buildings. Parks, the full paved use trails that exist or accessible parking that would be at a future date.

00:14:15.000 --> 00:14:24.000

And the city has made or has done a lot of evaluations on its buildings in the past. So we won't ignore that.

00:14:24.000 --> 00:14:30.000

We wanted to focus on curb ramps and pedestrian crossings first.

00:14:30.000 --> 00:14:41.000

For programmatic barriers. That is a large category that covers the services, programs, and activities of an agency.

00:14:41.000 --> 00:14:54.000

We focused 1st on the required policies and procedures to have for this plan. We anticipate need to do some more programmatic evaluation and planning at a future update.

00:14:54.000 --> 00:15:01.000

Next slide, please.

00:15:01.000 --> 00:15:17.000

So again, the public right of way focus of this plan. Looking at curb ramps and then the APS, accessible pedestrian signals and RFBs rectangular rapid flashing beacons at pedestrian crossings.

00:15:17.000 --> 00:15:25.000

And looking at those pedestrian access route sidewalks and driveways and accessible parking in the future.

00:15:25.000 --> 00:15:34.000

Next slide, please. Here's some fun photos I get to show about where the city has made progress on compliance.

00:15:34.000 --> 00:15:52.000

So, we've got ADA compliant curb ramps. Here we have an example of single direction ramps that have a landing that meets slope requirements within 2% it has running slopes for the ramps and cross slopes for the ramps that meet requirements.

00:15:52.000 --> 00:16:00.000

It has that detectable warning surface that's a high contrast color. The showing in black on this image.

00:16:00.000 --> 00:16:11.000

To alert people with visual disabilities. That they will be leaving a pedestrian route and going into aicular travel path.

00:16:11.000 --> 00:16:20.000

And so, the city has been doing a lot of curb ramp updates. And so my inventory efforts are reflective of those improvements.

00:16:20.000 --> 00:16:25.000

Next slide, please.

00:16:25.000 --> 00:16:38.000

The city also has some compliant accessible pedestrian signals at signalized intersections. The push buttons for these accessible signals need to meet reach and height requirements.

00:16:38.000 --> 00:16:51.000

They have to have a vibrant tactile raised arrow button in the direction of the crossing. The opposite side of the crossing needs to have account down with visual.

00:16:51.000 --> 00:17:04.000

Features and then they're also are audible features the locator tone to find the push button and then a different tone or message when the crossing phase is activated.

00:17:04.000 --> 00:17:08.000

Next slide, please.

00:17:08.000 --> 00:17:15.000

We have also collected data for the city's many rectangular rapid flashing beacons. They are not a signal.

00:17:15.000 --> 00:17:25.000

They're a warning device. And so they're not actually covered in existing ADA standards, but they are in, incorporated into what may become the enforceable standard.

00:17:25.000 --> 00:17:33.000

Very soon the public right of way access guidelines. So we wanted to collect accessibility related data at all of these existing crossings as well.

00:17:33.000 --> 00:17:48.000

And this one is within reach and pull height placement for that push button. And so we wanted to catch or catch that information now what we were out and about.

00:17:48.000 --> 00:17:52.000

Next slide, please.

00:17:52.000 --> 00:18:15.000

As you may well know, barriers. Are very in severity with noncompliant curb ramps you can have ramps that look and were constructed very recently, but there may be vegetation or slight slope, noncompliance issues, maybe it's 3% cross-

OP instead of 2%.

00:18:15.000 --> 00:18:21.000

And so they are technically non-compliant and I am quite strict if it's Slightly non compliant, I grade it as or it's non compliant in my inventory work.

00:18:21.000 --> 00:18:36.000

But we also look to see, okay, where might there be more problematic barriers than others? So we see poor or yellow graded ramps.

00:18:36.000 --> 00:18:44.000

They're built to an older standard. They may have functionality, but they still are considered a barrier to current.

00:18:44.000 --> 00:19:02.000

Best practices so this ramp doesn't have that high contrast detectable warning surface. Those yellow or, dark raised bumps and it has steep slide slopes and it has a pretty narrow travel path for someone in a mobility device.

00:19:02.000 --> 00:19:06.000

Next slide, please.

00:19:06.000 --> 00:19:18.000

I've graded ramps that have no detectable warning surface and poor landing areas and very steep slide slopes as very poor orange ramps.

00:19:18.000 --> 00:19:31.000

These there is a ramp there but it has it could be problematic for someone to use And then next, last is missing ramp locations.

00:19:31.000 --> 00:19:36.000

So we have sidewalks, we have those pedestrian access routes, but then there is the missing ramp at the curb that is definitely a barrier.

00:19:36.000 --> 00:19:50.000

Along these route sections in the city. Next slide, please.

00:19:50.000 --> 00:19:59.000

Kirk, you may be familiar with the various types of detectable warning surfaces from current truncated domes.

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On the left in yellow, anacordus does a lot of these in a dark. Color.

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As long as it's high contrast, another color is permitted. Outdated diamond aggregate stamps.

00:20:14.000 --> 00:20:31.000

Those wear over time and are not as effective. And then places where there is no detectable warning surface and it's really those slope changes that are the only clue to someone with visual disabilities that something's changing in the route.

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Next slide, please.

00:20:35.000 --> 00:20:50.000

We didn't inventory sidewalk barriers in our efforts for this first.st iteration of the plan, but we're aware of them and we

are open to collecting feedback from the community about them.

00:20:50.000 --> 00:20:56.000

As you can see, we have some sections in the city that have wider. Sidewalk areas.

00:20:56.000 --> 00:21:07.000

This particular image, you can see there's been some grinding of the panels to avoid tripping hazards or rolling hazards.

00:21:07.000 --> 00:21:17.000

And so we've got some wide side rock they could be built to cross slopes above 2% that are old standard but they're usable.

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And then we have yellow poor ramps on the right where we have narrow but existing sidewalks. That just they're older and over time there's deterioration they're usable but not as effective as fair better ramps.

00:21:34.000 --> 00:21:38.000

Next slide, please.

00:21:38.000 --> 00:21:49.000

Very poor ramps or sidewalks are sidewalks sections with cracks upheaval vertical discontinuities, hazards.

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And so we know that anacortis has varied aged infrastructure and so we're aware of these features.

00:21:59.000 --> 00:22:08.000

And then we also have kind of unique locations throughout the city where sidewalks. Do not continue all the way to the.

00:22:08.000 --> 00:22:24.000

Roadways. And so this particular section could be a considered a missing section. It also could be considered just a pedestrian access route endpoint but there's no There's no, post or barrier communicating that.

00:22:24.000 --> 00:22:35.000

So, this is the location where we wanna point these out that this would be confusing to someone.

00:22:35.000 --> 00:22:44.000

Abilities and it's we need to provide connections where we can. Next slide, please.

00:22:44.000 --> 00:23:07.000

Also, you know, we talked about the placement of push buttons for crossings. And so this one, is Quite difficult for someone in a mobility device or other mobility challenges to even reach this button and try and, you know, this is not a safe push someone to use.

00:23:07.000 --> 00:23:18.000

And so we, definitely want to identify those problematic locations. That push buttons themselves have evolved over time.

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This is also an old round push button style. There's no tile or arrow, information.

00:23:26.000 --> 00:23:32.000

And so we're collecting that information. Next slide, please.

00:23:32.000 --> 00:24:02.000

So we'll do another poll question. And that's 2 ask you what types of barriers you experience and you can select more than one barrier if you would like to.

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Okay, so I would love this time. This is really the open-ended time. You can keep the, pull up for a while.

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Sydney and I'd love to hear, Kirk, if you want to share some of your experiences with these barriers and what you feel is really important to.

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Get across to us. As we develop the plan.

00:24:43.000 --> 00:24:47.000

And Yeah, great. I see Kirk can speak.

00:24:47.000 --> 00:24:53.000

Okay, I'm unmuted now. Yeah, there we go. Well, okay, so I leave the senior center and I go down towards.

00:24:53.000 --> 00:25:15.000

In Avenue and where my Dennis is and that's 20 second street and you've got a hijab of curb cuts, no curb cuts, you don't find out that there's not a curb cut at the end of the sidewalk.

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Until you get down there so you gotta turn around and come back. And then basically you're, Yeah.

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It's the, Yeah, so then you're running in the street.

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So basically that's what I ended up doing. Just recently, the, parking, I was very busters were instrumental in getting all the parking spaces downtown.

00:25:47.000 --> 00:26:04.000

In the, the downtown parking area. So, those have been good. But, We're using a wheelchair and, you really don't have.

00:26:04.000 --> 00:26:14.000

We got a wheelchair van and, some of the, Yeah.

00:26:14.000 --> 00:26:24.000

The yeah parking spaces are kinda inadequate for that but Yeah, sidewalks, you know, it's.

00:26:24.000 --> 00:26:32.000

It's a nightmare. And if they exist, and, then it's the.

00:26:32.000 --> 00:26:42.000

Just like writing on a commercial admin there. With all the bumps. And the he and so forth.

00:26:42.000 --> 00:26:54.000

And for me it's not, so it's a rough ride, not so much, but, you got somebody that's with a walker or cane or something that's having troubles picking up their feet.

00:26:54.000 --> 00:27:04.000

That's a real problem. So, I've got some suggestions, you know, the, it's.

00:27:04.000 --> 00:27:21.000

We can talk further, but, the transit access, I do have a usually, yes, per transit And that is fantastic.

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So, basically for 2 bucks a ride, they'll pick me up and drop me off wherever I want within.

00:27:29.000 --> 00:27:45.000

A certain distance of their route. So. That works. Wish transit was online because What they'll do is they within a half a mile of their main routes.

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They, if you're within a half mile of the main route. Then you're within your service area of the handicap pair of transit.

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Problem is You know, you looked to. What one and a half mile to the north or whatever, you're in water.

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So, you know, most of what maybe, maybe the ad be looking at in my other house, I would not have that access to it.

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You know, it'd been an out of cortis if it's just that, that'd be too far away from the, from your route.

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I'm also with the I'm a, exhibition member of the And of course, senior center, foundation and, so some of my experiences are coming from some of those folks.

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Thank you. Any questions?

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Thank you. That's really good to know about the Half mile per transit service provision. Any details I can include in the plan I like to mention.

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On that topic and I'm I wish that we had had someone from transit transit who was said they were gonna come tonight.

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So I wish they could have heard that too.

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Well, if you have a contact. I'd be happy to talk with them or share some information.

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Okay.

00:29:28.000 --> 00:29:33.000

But, you know, largely it works in, you know, in Burlington and the Mount Vernon and every place else where, you know, they aren't bounded by water.

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But we are. And, so anyway. Just a thought.

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Yeah, thank you. I'm kind of working backwards through your list. for sidewalks, and mentioning commercial avenue.

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I do know that the city is seeking grant funding for, I believe over a hundred.

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Curb ramps along commercial avenue. And, Sydney, do you know if it's sidewalks as well or was that focused on curb ramps?

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Yes, it's for sidewalks and.

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Yeah, I'm very familiar with that, been following it, for years. So hopefully we will be able to move that along.

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Okay.

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But no, I'm aware of that. Thank you.

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Okay. And.

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For the parking, yes, van parking versus non van accessible parking. That it will be a recommendation in the plan to assess and make sure that at a minimum there's the requisite number of van accessible stalls per.

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Site. I do know that once the pro wag is adopted in addition to onsite accessible parking on street accessible parking has requirements for van and accessible parking.

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Along city blocks. And so that's 1 piece I'm just waiting for the pro WAG to become law which they anticipate this year.

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So that, will create that standard for on street as well as off street ADA parking.

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Okay, great.

00:31:32.000 --> 00:31:39.000

And if there are.

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Specific. Could you tell me more about the, challenges with ADA parking? So it's sounds like you were effective in getting some more stalls, but, being someone who uses a wheelchair van, they're still not enough van accessible stalls.

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Well, now, and. What we did. We use the corner. Slot, along commercial and then the feeder streets.

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And turn those into handicap spots. We didn't take up any additional. We didn't take up any additional, we didn't lose any additional parking and if you push it a little bit Well, if you are on the east side of commercial and parking and you

have a wheelchair van with the ramp falls off to the right you've got that yellow curb access area

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so that you can you can drop your, access area so that you, you can drop your, your ramp there.

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If you're on the west side. I guess if you park into the yellow, setback area towards, in the curve.

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And use the actual handicap spot. To give you space between the next car you can do that as well and that's been done.

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But, it's just kind of, yeah, challenge. The, the other thing is, the proper number of when you, well, this isn't public, so yeah.

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When you go to health care facilities. Do they have the, you know, the right ratios, but that's not, that's not this.

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Oh, okay.

00:33:39.000 --> 00:33:54.000

Okay. I do think though that you may raise a good point about. Not all vehicles have you know, or vehicles have different entry points and so having ADA parking for vans that is that you know some on one side, some on the other.

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In terms of where you exit and, and enter into those,

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Yeah.

00:34:05.000 --> 00:34:22.000

Just embarking areas. I, that is helpful to know. Okay. I think we could move on to the next slide, please.

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This may be. Or helpful, for you to kinda see what we were able to accomplish. So that 2016 inventory, about 1,600 ramps.

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We're evaluated in 2016 and then i reviewed that data and i added over 300 more locations to expand our total GIS inventory to 1,974 locations.

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This compliance map shows. I am very confident that 28% of those Ramps are ADA compliant.

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They meet all slope, landing, everything. So that's 555 ramps. 68% of them currently are in the non compliant category and that's just whether it's 1 non compliant issue or multiple.

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So this is As you probably know, pretty typical of agencies to have higher non-compliant rates.

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As we work with the city's GIS team, we have a small percentage of other ramps just as the city has projects such as

replacing a intersection with a roundabout.

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They some ramps get removed and replaced, and so we have some just other data in there that might come out or just be kept internal for the city.

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But we're, looking at that, you know, between a 3rd to a quarter of ramps.

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That are compliant and quite a few that are not.

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Next slide, please.

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So as I showed you, you know, one way to look at ramps to consider how we prioritize them is, you know, how bad are they?

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Are they completely missing? That's 12%. Are we, you know, how are we doing in the really poor ramps that are the oldest infrastructure?

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About 16%. As I refine our evaluation, some poor yellow ramps, they might get bumped up into the light green B plus category.

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So I there are a lot of ramps that look really new but slight something is slightly not compliant and so I want to acknowledge that they're newer construction.

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And so the yellow and the light green may adjust a little but for sure that 28% compliant that's that will stay.

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For the snapshot in time of 2024. Next slide, please.

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For accessible pedestrian signals, these are the items on the map that are the plus signs, 17 out of 74 push buttons ADA compliant, all features, fibrotactile, locator tone, pedestrian signal, countdowns, etc.

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77%. Or have some non-compliant feature be it they're still an old button style, the rounded button, or otherwise.

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And then for RFB locations, we expanded the cities. Inventory to from only 12 of these rfp polls to the 44 that now exist.

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Including the new ones along our avenue. These I'm looking at how we can be prepared for once pro wag becomes law and have We evaluate a lot of information there.

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But I just haven't said whether they're compliant or not since they're kind of in that unique category, but, working to

look that they have.

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Compliance at least with the push button placement and reach. That will be my goal for this effort right now.

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Next slide, please.

00:38:44.000 --> 00:38:57.000

If we could do the polling question next. Number 4. Which public right of way barriers are most important for the city to remove?

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First.st

00:39:32.000 --> 00:39:46.000

So I know I've forced people into. The hard question of picking one above others. Could you describe as someone who uses a mobility device?

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Why you would picked missing curb ramps as your most important choice?

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Well, whether you're using them, a wheelchair, That's a scooter, but.

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If you're using a, a walker or a roll later, or, just elderly person with a cane, to be able to get up that, you know, lift your foot up that 6 inches or whatever, 4 to 6 inches is difficult, but it's not only that, we got kids with strollers. Yeah, kids with, skateboards and all that stuff.

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So, I think it's, getting the, you know or you get a But, and you've, got a better right.

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You know, I'm not worried about a, you know, a, you know, leave, you know, you got, get them prioritized.

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Great. And work. Work from the bottom up. But it's also more, it's also important.

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Long it hasn't come up but it's that they're contiguous. That you've, you, find, you have a corridor.

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And through your collector streets and your primary roads that you you have you know you know, ways to get there.

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And, so. That is as important as, you know, the, ramps.

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And I think it's defining to find what are the priority corridors, which are in the most need, and then work on.

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Thank you. And that kind of speaks to the slides question about trying to. Think about which if you want to close the poll Sydney you know we're I think you covered it, you know, which public right of way barriers are most important for

the city to remove.

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First, looking at how curb ramps really do affect. A lot of users. And also looking at how we prioritize them that will be the next question.

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And this is also the last polling question.

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So building on that, you know, sense of corridors, but also looking at maybe where corridors link.

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Daily destinations where is it most important for the city to remove public right of way barriers given some of these categories.

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Listed.

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And this one is multiple choice, so you can select more than one.

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Okay.

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Being here, yeah, this is kind of an impossible choice. You know, possible. Yeah.

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You back it up. Yeah, there is. data out there as to pedestrian traffic that I had taken a look at.

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That has been done crossing commercial or commercial avenue down on but, schools.

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Libraries, you know and That's for, you know, kids but then libraries for the older folks, the senior centers.

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And the dog, the pool right next to each other. And that's for like, said, 20 seconds, you've got the middle school right there.

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So, and, so, yeah. Actually in the medical is all in that same area.

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So. Yeah, we're fortunate in that that we've got them kind of co located.

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Yeah.

00:44:46.000 --> 00:44:51.000

Yeah, I think the 20 second came up earlier as well just in your personal experience. I'm just digging up my and a chordus map to remind myself here.

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Cause I did notice when I was walking around 20 second that it'd be a ramp on one side, but not the receiving ramp.

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And so the whole corridor was. A challenge.

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Right. So then you gotta back up and use driveway, get to the street. Yeah.

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Okay, yep, 20 second is.

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Okay, that's alright. That is. Definitely noted here.

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And if I could ask about in terms of, so it sounds like you prefer to use paratransit.

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Given you're within that. Service area. Do you find that with the existing transit stops?

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Yeah. Oh.

00:45:51.000 --> 00:45:56.000

Are there any that are? Like very, very difficult to access some more than others given there's a handful of stops.

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Well, let, let me, let me just kinda fill you in here a little bit. Okay.

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I'm, on 17 Street and, I have I move over to D Avenue and D Avenue.

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I've got some sidewalks, to get up that big hill, but then I'm in the street.

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And getting to the senior center and then it's, island view. Is the street to take and there's a hodgepodge of sidewalks, no sidewalks, you've got cars parked on both sides and so so when I go to this I could be using my mobile chair to get to the senior center but I don't because it's too

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Okay.

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dangerous. And, now, as far as the transit location, who are the transit stops.

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I don't use those the system I use it's a door to door they picked me up and dropped me off where I want to where I'm at I'm it's a very, excellent service.

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But, you need to talk to somebody else about the other locations.

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I think that's helpful though to know that the Door to door service is the preference and that it is.

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Effective.

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Not to minimize the need to address the transit stop. I just wanted to hear your perspective. for thinking about transit.

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With gadget transits interest in our efforts too. So. Okay. Alright, is there anything else you want to?

00:48:00.000 --> 00:48:01.000

Well.

00:48:01.000 --> 00:48:08.000

Tell us about. Regarding kind of the information we shared and and your knowledge of an involvement with the city or the or since looks like 2,006 if not earlier before we go on.

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Yeah, so, yeah, 2,006 as a part of the 2016 count plan update.

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And, Victor helped us out extensively with that. And, but so I've been a lot involved in a lot of areas.

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The one thing, running barrier busters we tried to do is get some of the rapid flashers down on South commercial.

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However, it, was rather difficult. We did bring in, as they have jurisdiction over that, they did agree.

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That one could go in but then and one never did go in. One of the things I saw that you mentioned is that there needs to be a government official.

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That is responsible for the implementation of the plan. And I just wanna highlight. In the previous 2016 count plan that we worked on.

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A policy T 4 15 which I provided to you which is complete the 2016 American with disabilities that transition plan including a financial plan for construction replacing ADA compliant ramps and sidewalks.

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Develop a prioritized list of 88 compliant routes throughout town which provide access to key city amenities and services for people with disabilities and implement facility improvements based on these priorities.

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Sound like this is what you want to do again. And What? The reason it didn't happen in this last number of years is there was not.

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Agreement within city leadership that that's what they wanted to do. So. You can put your plan together, but.

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You need to, I'd like to see the individual with. The doubt on the forehead that says yes we're gonna implement this And, and that they've got the influence within city hall to prioritize resources to to move things along.

00:50:50.000 --> 00:50:51.000

Yes.

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We that's very very important to bring up that we need that champion who has effective influence and wants to keep putting this plan before.

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The decision makers at the city. And so one thing that is, you probably notice this from other communities is that a lot of times the work stops after the self evaluation and that schedule and financial plan piece is not completed.

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And so that's definitely a priority for us in this plan is that this plan includes that. Schedule and it includes the financial plan.

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And has markers for how to document progress. Namely just annual reports needing to report that did you do what you said you were going to do even if it's only one year at a time since the degree of barriers is so huge.

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There will be cost us estimates in this plan. And a big part of the summer will be providing that cost estimate information and the prioritization.

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To decision makers, currently it is the public works director since this is a public right of way focused plan.

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That's the current person. Andrew Raume, who would be responsible to implement it. So we will share.

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Comments with him it'll be in the draft plan that the implementation is

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Yeah. And I appreciate that. And, do, I'm sorry, wasn't able to join this session, but, it was.

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His predecessor that, they decided that when it came time for sidewalks, they would do sidewalks one block at a time all 4 sides of that side block all 4 sides of that one block.

00:53:09.000 --> 00:53:24.000

Irrespective of, you know what what was in any kind of a 88 plan or, any, corridor.

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Okay.

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Plan. So Anyway, so that's.

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That's why.

00:53:31.000 --> 00:53:33.000

Okay.

00:53:33.000 --> 00:53:58.000

Yeah, our goal definitely is to, you know, we do have a sidewalk and ADA ramp replacement budget that occurs yearly but with this plan and having an idea of the prioritization list and how many ramps are non-existent and really ramping up that budget is going to be very important and then that will give us a clear layout of how to make that prioritization list.

00:53:58.000 --> 00:53:59.000

Yeah.

00:53:59.000 --> 00:54:13.000

Couple the 2 different budgets of the side block in the ADA ramp right now all there are 2 separate budgets we can really have the 2 of those work together and fill in not just the sidewalk gap so make sure that there's Compliant ramps at all of those gaps.

00:54:13.000 --> 00:54:23.000

Sydney and that does blame the point but there were 2 budgets in the past before and they were combined in order to achieve the overall.

00:54:23.000 --> 00:54:31.000

Desire so it was not the 300,000 and everything that was designated. was not, implemented.

00:54:31.000 --> 00:54:46.000

With the. intention of, executing this plan. So if, we've got a new leadership and.

00:54:46.000 --> 00:54:52.000

That'd be great if we could do that. Thank you.

00:54:52.000 --> 00:55:00.000

Of course, that is our goal with all of this.

00:55:00.000 --> 00:55:07.000

Victor, I don't wanna not give you a chance to speak, but, and if you don't have comments, that's fine.

00:55:07.000 --> 00:55:12.000

But given your experience with agencies, do you have anything you want to add at this point or hold off?

00:55:12.000 --> 00:55:19.000

No, I think Kirk is exactly right. Is it's the, and that is why ADA is very specific about the, the person responsible for the plan has to be able to influence budgets and actions.

00:55:19.000 --> 00:55:39.000

And that's why Andy the public works director's been designated that person. It is going to be his job to promote this and to influence the city council's budget making process to remind them that this needs to happen.

00:55:39.000 --> 00:55:45.000

And so we are going to provide a lot more information than was provided in 2,016 in terms of a much more robust inventory.

00:55:45.000 --> 00:55:58.000

Better cost estimates and then I think there's a great opportunity since the city is. Updating the transportation element to

integrate the idea of the corridors because the transportation element will be looking at non motorized mobility.

00:55:58.000 --> 00:56:08.000

Specifically this time more than vehicles so we can Hopefully lace these 2 together with the data we provide in terms of where the barriers are we can then make some decisions.

00:56:08.000 --> 00:56:16.000

About which of those corridors need to come up 1st because I I agree the block by block is kind of easy to figure out but doesn't necessarily solve the problems that need to be solved.

00:56:16.000 --> 00:56:28.000

So I do, Kirk really appreciate your comment that yeah don't bother fixing the ones that you know are off by half a percent.

00:56:28.000 --> 00:56:35.000

Please go fix the corridors that have missing ones first.st And, Cause I've personally seen a lot of agencies that get all caught up.

00:56:35.000 --> 00:56:40.000

Oh, well, this brand new ramp has one side slope that's you know, 2% off, we better fix it.

00:56:40.000 --> 00:56:47.000

And they ignore the missing ramp 2 blocks away. So we are going to focus on that is missing ramps.

00:56:47.000 --> 00:56:52.000

Get get dealt with 1st before for a marginally failing ramp.

00:56:52.000 --> 00:57:01.000

Yeah, well, and Victor, let me just say that I have all I'm glad you're on board and I've got all the confidence in your numbers.

00:57:01.000 --> 00:57:07.000

Okay, great. Appreciate that.

00:57:07.000 --> 00:57:12.000

Okay, next slide please.

00:57:12.000 --> 00:57:23.000

So for making a plan, we have some of the, kind of bear necessities covered in terms of identifying personnel.

00:57:23.000 --> 00:57:33.000

We have Sydney as our ADA 5, 0 4 coordinator and then. Public Works Director Andy Ryume as the official responsible to implement it.

00:57:33.000 --> 00:57:43.000

For policies, the ADA project web page now has the public ADA notice linked so that is now publicly.

00:57:43.000 --> 00:57:59.000

Hosted that the agency is prohibits discrimination based on disability and addresses the effective communication and how to request an accommodation if needed.

00:57:59.000 --> 00:58:07.000

We have a draft accessible pedestrian signal policy that will be included in the draft plan for comment later this summer.

00:58:07.000 --> 00:58:20.000

Any new construction. Must have accessible pedestri signals, in compliance with watchdogs, design manual.

00:58:20.000 --> 00:58:44.000

And those are based on the pro wag best practices. The policy will outline what to do for other types of projects alterations maintenance etc. Then the ADA grievance procedure every agency needs to have one so the city has updated there, forms and procedure for that.

00:58:44.000 --> 00:58:54.000

And it includes both the grievance and the appeal instructions. Next slide, please.

00:58:54.000 --> 00:59:13.000

So we're still in the middle like we've finished ourselves for valuation efforts, but we wanted to hold this engagement process or event now and do our survey with the public now to shape the prioritization criteria, to consider what the public says.

00:59:13.000 --> 00:59:23.000

For how we shape the plan. And so, with the information presented to date, you know, we're gonna consider this public feedback when we develop prioritization criteria.

00:59:23.000 --> 00:59:38.000

We're going to develop a schedule for better removal and a financial plan. The the draft plan will have that content when we get there.

00:59:38.000 --> 00:59:46.000

But that is our, next task. Now that we know the degree of the problem to be addressed.

00:59:46.000 --> 00:59:56.000

And then developing a monitoring tool, the track barrier removal. This is one way we can, make sure that something happens.

00:59:56.000 --> 01:00:04.000

Annual progress reports are one strategy and then knowing you know It's been since 2016 that something's happened with the ADA transition plan.

01:00:04.000 --> 01:00:22.000

Our goal would be, you know, we wanted establish an achievable schedule for you know if it's annual progress reports but also how often should this plan be updated?

01:00:22.000 --> 01:00:36.000

8 years is a long time to go between updates. So. We'll develop those. Markers.

01:00:36.000 --> 01:00:39.000

Next slide, please.

01:00:39.000 --> 01:00:44.000

Right now, the cities intent to prioritize physical barriers, sorry for those pop ups if those showed.

01:00:44.000 --> 01:01:04.000

The Transportation element and the 6 year tip. That's 1 place where, you know, the city's doing projects and making sure those projects include ADA barrier removal.

01:01:04.000 --> 01:01:15.000

And responding to ADA grievances is a high priority for the city should grievances come in.

01:01:15.000 --> 01:01:35.000

The City is still developing their prioritization criteria. So these are the 2 for sure. So, that's, Next slide, please.

01:01:35.000 --> 01:01:42.000

You and others in the public will have a chance to read and comment on the draft plan. It'll be available this summer.

01:01:42.000 --> 01:02:00.000

So we're really focusing in the next month or 2 to do the, get the completed draft plan, through an internal review and then put out for public comment for at least 2 weeks.

01:02:00.000 --> 01:02:09.000

And then it'll be reviewed by the cities. Public Works Committee, is that correct? Sydney?

01:02:09.000 --> 01:02:10.000

Okay.

01:02:10.000 --> 01:02:11.000

Yes, correct.

01:02:11.000 --> 01:02:14.000

Next slide please.

01:02:14.000 --> 01:02:31.000

We have worked to have a comprehensive project web page that will live on into the future. That I'll work with the city to try to make that the one hub to go for ADA transition plan information.

01:02:31.000 --> 01:02:40.000

And we have our survey, Kirk, were you able to check out our public survey get.

01:02:40.000 --> 01:02:43.000

Yeah, I took a look at it. And filled it out yet, but, I'll do that.

01:02:43.000 --> 01:03:12.000

Okay. Okay, and ask some of the same questions as here, but it also provides an opportunity to, upload photos of barriers you experience and mark on a map as well.

01:03:12.000 --> 01:03:13.000

Yeah.

01:03:13.000 --> 01:03:15.000

And so we're, if you are, able to promote that survey to others in your network or friends are, fellow community members or senior citizen.

01:03:15.000 --> 01:03:34.000

Us we've done our we worked we've advertise the survey through the senior citizen newsletter and have done some other direct communication with the school districts, Chamber of Commerce, other city organizations to get some more feedback.

01:03:34.000 --> 01:03:36.000

I just checked our survey and we got 13 respondents so far. I think the senior citizen newsletter publication got some attention.

01:03:36.000 --> 01:03:49.000

So we'll be publicizing that survey link, through June 15th when it closes.

01:03:49.000 --> 01:03:58.000

And so we thank you so much for your time this evening. Anything else that you'd like to add, Kirk or questions you have of us?

01:03:58.000 --> 01:04:17.000

No, I'm just I'm encouraged. That maybe some of the work we were doing all those years ago, Hey off and, I wish, Sydney all the best and, getting this done, but I think, thank you for this and I'll do it.

01:04:17.000 --> 01:04:26.000

I, the reason I, I was watching The reason I knew about this meeting was I was watching the The tape.

01:04:26.000 --> 01:04:41.000

Of last night's. board meeting or a council meeting. And in the announcements, Matt, mentioned this and so it's when I got on board.

01:04:41.000 --> 01:04:54.000

So yeah, and so I'm disappointed didn't get more on but glad I was able to join and you guys Yeah, listen, thank you.

01:04:54.000 --> 01:05:00.000

Well, thank you. Your, your services on the Barrier Busters Committee and that, provides me some actual backstory that I can include in the plan.

01:05:00.000 --> 01:05:22.000

As to the fact that the community has been, has done work for this and I want that to be documented and to remind current city leadership about your efforts.

01:05:22.000 --> 01:05:23.000

Too. So,

01:05:23.000 --> 01:05:45.000

Yeah. And yeah, you can reach out to and Sydney or Jennifer if you are in Victor if you have any questions you can you know reach me and be happy to you know, provide whatever information or background and all that stuff.

01:05:45.000 --> 01:05:46.000

Okay.

01:05:46.000 --> 01:05:47.000

Thank you. I appreciate that.

01:05:47.000 --> 01:06:01.000

Great. And I believe that, currently we have. I think Sydney, you forward me the email so I would have at least your email address, Kirk, I believe from that.

01:06:01.000 --> 01:06:04.000

And I've got my phone number in there too, I believe.

01:06:04.000 --> 01:06:18.000

Okay, I will. Make sure that's there here.

01:06:18.000 --> 01:06:21.000

Yes. Okay.

01:06:21.000 --> 01:06:22.000

Okay.

01:06:22.000 --> 01:06:28.000

That's great. Email and phone number. Thank you for that so much. Okay, well, it's 7 0 6.

01:06:28.000 --> 01:06:29.000

Okay.

01:06:29.000 --> 01:06:34.000

I'll get, leave you to enjoy the rest of your evening. And Sydney and Victor if you want to stay on for a second we can end the

01:06:34.000 --> 01:06:36.000

Yeah, thank you.

01:06:36.000 --> 01:06:37.000

So thank you.

01:06:37.000 --> 01:06:38.000

Thank you.

01:06:38.000 --> 01:06:44.000

Thank you, Kirk.

01:06:44.000 --> 01:06:45.000

Okay.

01:06:45.000 --> 01:06:52.000

Okay, I'm going to press pause recording not stop recording, right?

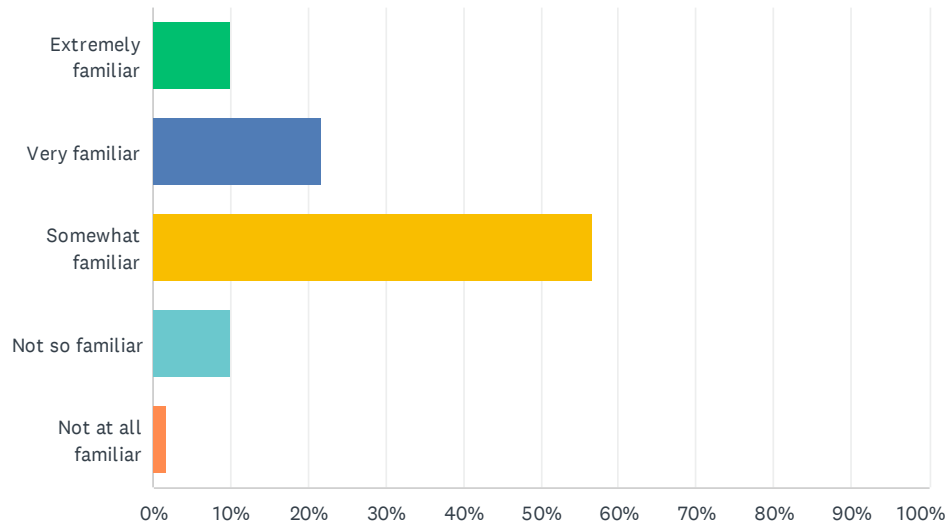
01:06:45.000 --> 01:06:52.000

Sure

2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

Q1 How familiar are you with what counts as an Americans with Disabilities Act (ADA) barrier in the public right-of-way?

Answered: 60 Skipped: 0



ANSWER CHOICES	RESPONSES	
Extremely familiar	10.00%	6
Very familiar	21.67%	13
Somewhat familiar	56.67%	34
Not so familiar	10.00%	6
Not at all familiar	1.67%	1
Total Respondents: 60		

2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

Q2 Please describe public right-of-way ADA access barrier(s) you experience. The public right-of-way includes land dedicated for public roads and streets. ADA barriers may include but are not limited to inaccessible curb ramps, sidewalks and/or pedestrian crossings. Please share any additional information about the specific location of the barrier such as an address, nearby street intersections or landmarks.

Answered: 18 Skipped: 42

#	RESPONSES	DATE
1	There are no sidewalks in Skyline. At a minimum Skyline Way and Kingsway should be first on the list for sidewalks.	6/15/2024 5:57 AM
2	Sidewalk suddenly vanishing. There are random streets that have sidewalks on part of a block and not another.	6/14/2024 2:43 PM
3	All along the 12th street corridor there should be more crosswalks.	6/14/2024 9:37 AM
4	Lack of consistent sidewalks on Whistle Lake Rd.	6/14/2024 8:32 AM
5	Inaccessible sidewalks all over town, sidewalks that are accessible are often blocked by overhanging growth or are cracked and uneven	6/13/2024 9:07 PM
6	One challenge I face with limited mobility is no place to rest when I need too. I'm not completely wheelchair bound, but need to use a walker or cane. If I want to access a park or take a walk...I must have places to rest a long the way or it's a danger for me . (My condition causes muscle fatigue and i'll fall) Without those points to sit / rest I just don't have access.	6/13/2024 6:24 PM
7	All along O avenue there are not accessible curbs. Going down N avenue you don't have sidewalks or even any crossing and it's only a 2 way stop all along N avenue not 4 way.	6/13/2024 5:57 PM
8	There is currently a car parked across the side walk near my house, near the intersection of West 3rd and Illinois. It is west from Illinois and on the north side of the street. It would be nice to educate the public on not blocking sidewalks. I see cars all the time parked blocking the sidewalk and some allow bushes to grow out across the sidewalk. A few years back a saw an elderly lady fall from not being able to maneuver her walker around a bush, had to go into the grass and then fall over. I made sure she was okay and then the next day I went across the street and cut back the neighbors bush myself.	6/13/2024 4:32 PM
9	None	6/13/2024 3:25 PM
10	South end of Commercial Ave has no sidewalks and people regularly walk in the street between Fidalgo Ave and the 20 circle. Fidalgo Ave is also a problem for pedestrians (and kids walking to school) as the sidewalk crosses over the street at commercial.	6/13/2024 2:52 PM
11	South commercial avenue up to Fidalgo Avenue, 37th st East of Commercial Ave	6/12/2024 8:56 PM
12	We live at 14th and I ave. Everything is extremely walkable except for the fact that we're forced to walk in the middle of the street 90% of the time we want to explore our wonderful town In particular taking the stroller down 14th toward Wiley playground, has no sidewalk, then one block has 1/4 of sidewalk that it should, then finally when we reach the block of the playground there is a side walk. However the cut out to get on the sidewalk is only oriented n/s so the stroller has pull out into the middle of the road to turn onto the sidewalk. Heading west to the baseball fields the commonly used route by many people is the gravel alley, not great for stroller or ada, once to the baseball fields then sidewalks are good.	6/8/2024 7:38 AM
13	Mobility in Anacortes is always easy. Never had an issue.	6/6/2024 11:45 PM
14	The Guemes ferry terminal needs to retain its 5 ADA parking spaces as well as the 2 load/unload spaces next to the terminal.	6/6/2024 1:00 PM

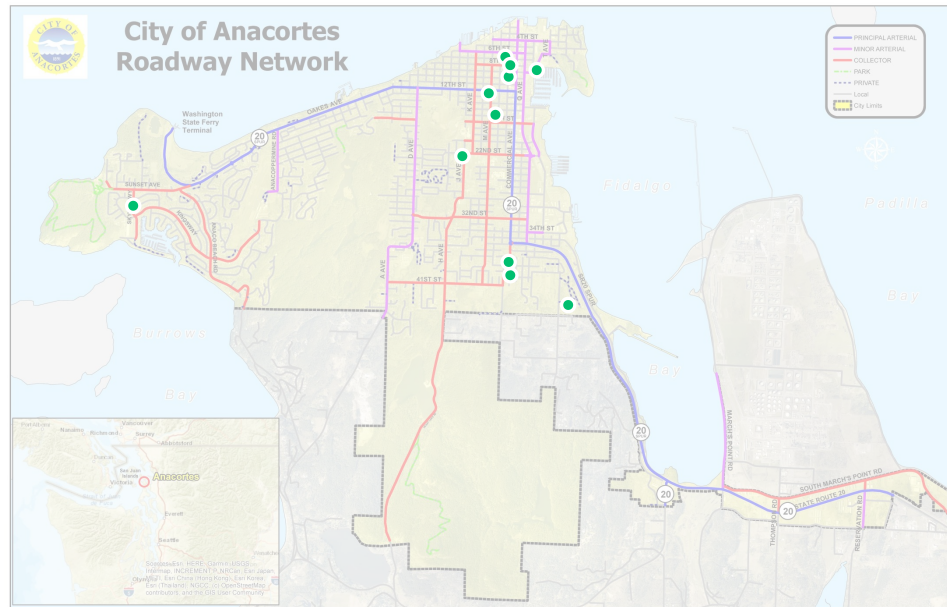
2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

15	Overgrown plants blocking	6/6/2024 10:17 AM
16	All corners of 22nd Street and J Avenue, the sidewalk curb to the street for crossing. J Avenue from 22nd Street to 20th Street - missing sidewalks. NE corner of J Avenue and 29th Street - overgrown landscaping and no curb cut for crossing 29th Street, no pedestrian crossing at 29th Street and J Avenue or K Avenue. K Avenue between 29th Street and 32nd Street - no sidewalks, and while accessible, it is busy to share the street with vehicles. M Avenue between 32nd Street and 22nd Street - sidewalks are narrow and overgrown with landscaping	6/4/2024 2:03 PM
17	22nd street between the senior center and M Ave missing multiple curb cuts	6/4/2024 10:49 AM
18	I require wheeled mobility devices. The warning surfaces for visually disabled on all downtown curb cuts are too large to negotiate with wheelchairs or knee scooters. The bumps throw the wheels off causing the device to overturn. I don't recall this was a problem with old bumps. I could travel the curb cuts over a year ago.	6/2/2024 12:54 PM

2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

Q3 Where do you experience barriers in the public right-of-way? This question allows you to select one location. To report additional locations on a map, you may complete this survey multiple times. Map Instructions: Click on the map to place the circular marker over the general barrier location.

Answered: 11 Skipped: 49



2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

Q4 Please upload a photo of barrier. If you have a picture of a physical barrier in the City of Anacortes' public right-of-way, please upload it here.

Answered: 1 Skipped: 59

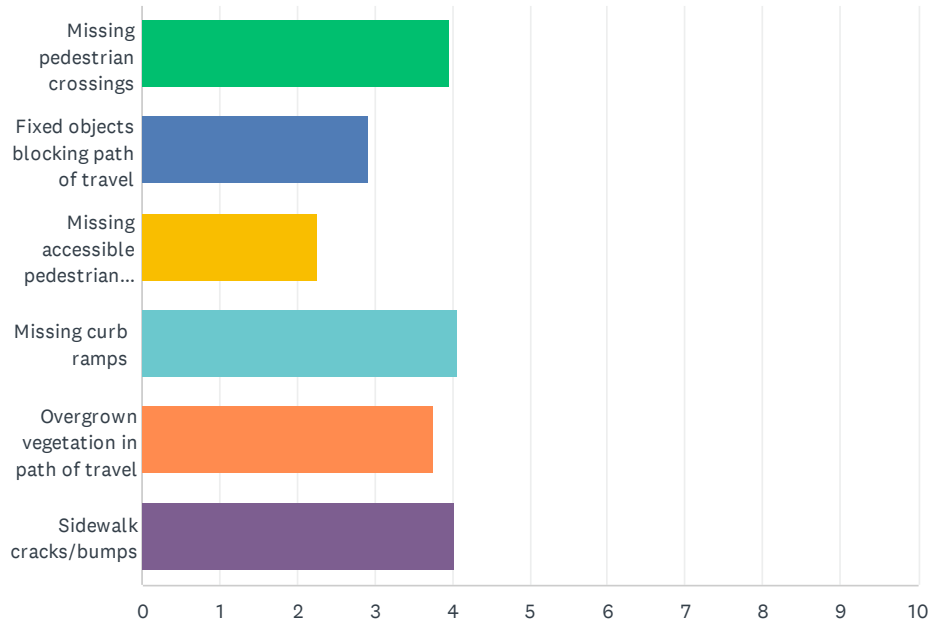
#	FILE NAME	FILE SIZE	DATE
1	IMG_2251.png	6.7MB	6/14/2024 2:43 PM



2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

Q5 Which public right-of-way barriers do you want removed before others?
Please rank the following barriers in order of importance for removal (1 = most important).

Answered: 28 Skipped: 32

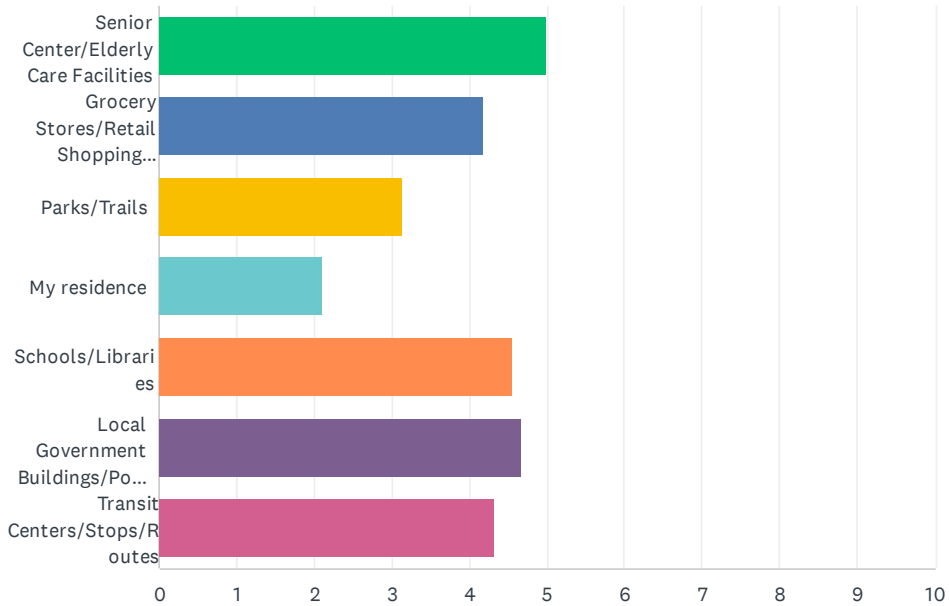


	1	2	3	4	5	6	TOTAL	SCORE
Missing pedestrian crossings	25.00% 7	17.86% 5	21.43% 6	7.14% 2	21.43% 6	7.14% 2	28	3.96
Fixed objects blocking path of travel	3.57% 1	10.71% 3	21.43% 6	21.43% 6	25.00% 7	17.86% 5	28	2.93
Missing accessible pedestrian signals	3.57% 1	7.14% 2	14.29% 4	14.29% 4	7.14% 2	53.57% 15	28	2.25
Missing curb ramps	32.14% 9	14.29% 4	14.29% 4	10.71% 3	25.00% 7	3.57% 1	28	4.07
Overgrown vegetation in path of travel	21.43% 6	21.43% 6	14.29% 4	14.29% 4	10.71% 3	17.86% 5	28	3.75
Sidewalk cracks/bumps	14.29% 4	28.57% 8	14.29% 4	32.14% 9	10.71% 3	0.00% 0	28	4.04

2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

Q6 Where is it most important to remove barriers? Please rank the following locations in order of importance for barrier removal (1 = most important).

Answered: 28 Skipped: 32



	1	2	3	4	5	6	7	TOTAL	SCORE
Senior Center/Elderly Care Facilities	42.86% 12	3.57% 1	10.71% 3	14.29% 4	14.29% 4	10.71% 3	3.57% 1	28	5.00
Grocery Stores/Retail Shopping Centers	17.86% 5	17.86% 5	7.14% 2	14.29% 4	14.29% 4	21.43% 6	7.14% 2	28	4.18
Parks/Trails	7.14% 2	3.57% 1	14.29% 4	14.29% 4	14.29% 4	25.00% 7	21.43% 6	28	3.14
My residence	3.57% 1	7.14% 2	3.57% 1	3.57% 1	7.14% 2	14.29% 4	60.71% 17	28	2.11
Schools/Libraries	10.71% 3	21.43% 6	21.43% 6	25.00% 7	7.14% 2	10.71% 3	3.57% 1	28	4.57
Local Government Buildings/Post Offices	7.14% 2	32.14% 9	21.43% 6	14.29% 4	10.71% 3	14.29% 4	0.00% 0	28	4.68
Transit Centers/Stops/Routes	10.71% 3	14.29% 4	21.43% 6	14.29% 4	32.14% 9	3.57% 1	3.57% 1	28	4.32

2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

Q7 Is there anything we are overlooking? Please let us know.

Answered: 13 Skipped: 47

#	RESPONSES	DATE
1	12th street more crossings	6/14/2024 9:39 AM
2	Unsafe walkability at Whistle Lake Rd and Hillcrest.	6/14/2024 8:35 AM
3	Put in more benches along the way. Especially on walking trails, parks,	6/13/2024 6:27 PM
4	The fact there is no parking for the skate park. People with disabilities would also enjoy the skate park and that may look a little different than how you and I would enjoy it but it would be nice to have a parking lot that made it easily accessible	6/13/2024 6:00 PM
5	Give warning about cars blocking sidewalks and then wright tickets if the warning do not work.	6/13/2024 4:36 PM
6	Have you ever tried to roll your wheelchair over the "safety bumps" in the cubcuts at the street corners?That's a huuge safety issue. Don't waste tax payer dollars to install more of these elaborate cement corners in town. There are enough.	6/13/2024 3:29 PM
7	Anacortes has good sidewalks in core areas, but that needs to extend to surrounding neighborhoods. Not just for ADA, but for all pedestrians.	6/13/2024 2:56 PM
8	Connecting neighborhoods through city owned easements with paved or gravel trails instead of leaving them overgrown or allowing neighbors to encroach blocking public access	6/12/2024 9:06 PM
9	The Guemes ferry terminal	6/6/2024 1:02 PM
10	ADA parking.	6/5/2024 4:35 PM
11	It is vital that the Skagit Public Works Department does not REMOVE 2 ADA parking spaces as well as 2 loading zone spaces and the bus/emergency vehicle turnaround at the Guemes Island Ferry Dock, as outlined in their restructuring plan submitted in November 2024. Guemes Island has a high percentage of elderly/disabled residents who depend on these spaces for access to the ferry, especially since the ferry parking, drop off and holding area are down a short but steep slope. Additionally, when the car ferry is taken out of service for one month of the year for maintenance, access to ADA and loading parking spaces is crucial. Residents were not consulted prior to submitting this plan to the City of Anacortes.	6/4/2024 10:27 PM
12	How is this plan being funded and how much money? On average, how much does it cost to replace (4) corners with ADA ramps? Based on City's field evaluation, what do you think is the most critical work to be done? Do you have data on where the most used areas are? I think it would be great to have that data and revamp the most used areas.	6/4/2024 2:16 PM
13	ADA is important nearly everywhere . But I do feel most trails should be left in natural state. I feel I have enough parks I can visit including Guemes Channel trail and Tommy Thompson. I'd rather not pave other trails for the sake of natural preservation. And please reduce the size of those warning bumps in curb cuts so I can wheel through safely. I want to thank you for taking our concerns into consideration as you improve accessibility here.	6/2/2024 1:01 PM

2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

Q8 First Name (optional). This information is for barrier follow-up purposes.

Answered: 8 Skipped: 52

[Details redacted](#)

2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

Q9 Last Name (optional). This information is for barrier follow-up purposes.

Answered: 7 Skipped: 53

[Details redacted](#)

2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

Q10 Email Address (optional). This information is for barrier follow-up purposes.

Answered: 6 Skipped: 54

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	6
Phone Number	0.00%	0

[Details redacted](#)

2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

Q11 Phone number ###-###-#### (optional). This information is for barrier follow-up purposes.

Answered: 4 Skipped: 56

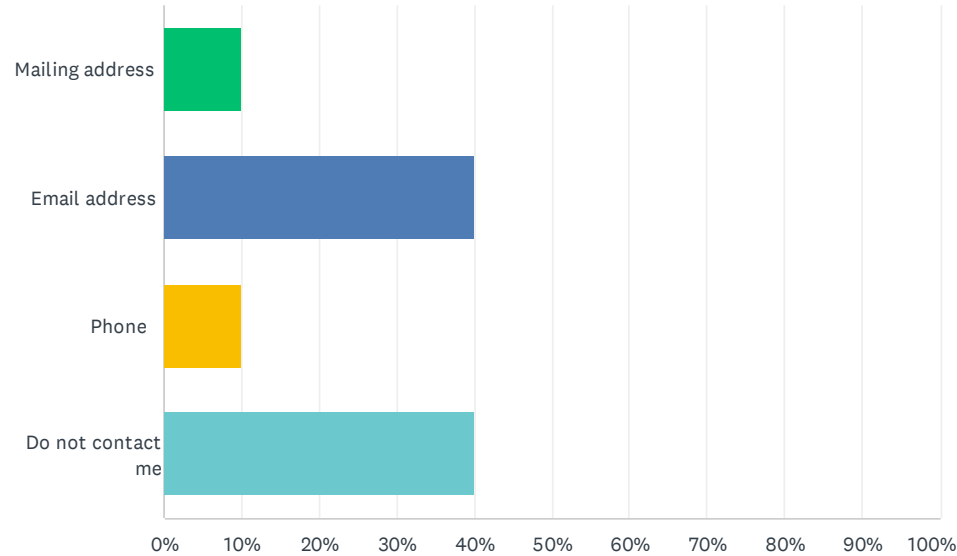
ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	0.00%	0
Phone Number	100.00%	4

[Details redacted](#)

2024 City of Anacortes Public Right-of-Way ADA Barrier Survey

Q12 Best Method of Contact? (optional). Please select one below.

Answered: 10 Skipped: 50



ANSWER CHOICES	RESPONSES	
Mailing address	10.00%	1
Email address	40.00%	4
Phone	10.00%	1
Do not contact me	40.00%	4
TOTAL		10

[Details redacted](#)

https://www.goskagit.com/anacortes/anacortes-seeking-input-on-ada-transition-plan/article_f339b1b2-6720-11ef-9bc4-4bec9ed1769c.html

Anacortes seeking input on ADA Transition Plan

JAMES MATSON @goanacortes
Sep 4, 2024



An accessibility sign is seen at the Sixth Street entrance of the Anacortes Municipal Building. The city is accepting public input on its ADA Transition Plan.

CAMERON MARTINEZ @goanacortes



Anacortes Public Works Director Andrew Rheume said he hopes residents come forward with their thoughts before the plan is presented to the city council.

"If there are ramps we haven't identified or aren't on our map, that's a huge thing we'd want to know. If there are people that have a need for ADA ramps, we'd love to prioritize those areas," Rheume said.

It is federally mandated for public entities with 50 or more employees to develop an ADA transition plan. Many local governments, including the city Mount Vernon are still drafting their ADA Transition plan. The city of Sedro-Woolley implemented an ADA transition plan in 2021.

Anacortes recently published a "Self-Evaluation and Transition Plan" to identify accessibility problems with public facilities, parks and trails, city programs and city services and activities.

In their self-evaluation, the city found 67% of curb ramps, 84% of pedestrian push buttons, and 100% of rectangular rapid flashing beacon push buttons all needed to be made ADA compliant.

These numbers are similar to unincorporated county land. According to Skagit County's 2024 Right-of-Way ADA Transition Plan's Self-Evaluation section, 93% of curb ramps, 84% of sidewalks and 100% of push buttons are non-compliant.

The city also identified the costs of making Anacortes ADA compliant being approximately \$14 million. However, those costs will be over extended over many years.



This year, the city spent approximately \$110,000 on replacing curb ramps.

"Every year I've been involved with the city, we've spent over \$100,000. It's obviously very expensive, but it's very important," Mayor Matt Miller said.

He said the city hoped to get South Commercial overlaid this year. They are still making plans for the project.

In May, the city posted a survey questioning residents on the most important fixes and locations for removing barriers to ADA accessibility.

The survey was taken by 28 people, and the top three concerns on ADA accessibility were missing curb ramps, sidewalk cracks/bumps, and missing pedestrian crossings.

Residents said the top three locations for the city to focus on for ADA accessibility are senior centers and elderly care facilities, local government buildings and post offices, and schools and libraries.

The city also hosted an ADA workshop public meeting, but only one resident attended to give feedback.



The current draft of the ADA transition plan is set to go in front of the city council this fall. The public still has time to provide their input and thoughts on the plan before the Council decides whether to modify/adopt the plan.

"We're supposed to identify all the barriers and where they are, and then show progress towards (removing those barriers)," Rheume said.

Public comments on the draft plan may be submitted via email to Rheume at andrewr@anacorteswa.gov, or via snail mail at P.O. Box 547, Anacortes, WA 98221, through Sunday Sept. 15.

Learn more about the current ADA transition plan here:
<https://www.anacorteswa.gov/1621/2024-PROW-ADA-Project>.

James Matson can be reached at jmatson@goanacortes.com

James Matson

Reporter (Anacortes)



**Public Right-of-Way
ADA (Americans with Disabilities Act)
Self-Evaluation and Transition Plan**



Appendix D2

2006 Barrier Busters Recommendations

September 2024

Prepared by



Jennifer Salemann

From: Sidney Neel <sidneyn@cityofanacortes.org>
Sent: Tuesday, June 4, 2024 2:46 PM
To: Jennifer Salemann
Subject: FW: Public Right of Way ADA Transition Plan
Attachments: Transp Plan 10-06.doc; RouteCorridors2.doc; 2016 Complan Transportation Equity.docx

Some information forwarded to us!

**Sidney Neel**

Public Works Administrator
 City of Anacortes
 904 6th Street | P.O. Box 547 | Anacortes, WA 98221
www.anacorteswa.gov | [Follow us on Facebook!](#)
 Never miss an update: [Sign up for Public Works notifications](#)

From: [REDACTED]
Sent: Tuesday, June 4, 2024 1:22 PM
To: Sidney Neel <sidneyn@cityofanacortes.org>
Cc: Steve Lange <stevel@cityofanacortes.org>
Subject: Public Right of Way ADA Transition Plan

***** This email is from outside the City of Anacortes network. Please use caution when clicking on links, opening attachments, or replying. *****

Sidney,

I chaired the Barrier Buster Committee, a city sponsored committee dedicated to improving lives of people with disabilities. While the committee disbanded several years ago, much of the work we did is still pertinent today. I submit the attached information for consideration as you develop your 2024 Public Right-Of-Way ADA Transition Plan Project. Please contact me with any questions or concerns at this email or 360.421.9408 (voice or text).

1. Transp Plan 10-06: This letter requested accessibility improvements for Anacortes' 2006 Transportation Plan.
2. Route Corridors: This document produced in 2010 is a narrative describing slightly different corridors than presented for the 2006 Comp Plan but provides alternatives for discussion.
3. 2016 Comp Plan Transportation Equity: Excerpt from most recent Comp Plan defining policy (T-4.15) to "develop a prioritized list of ADA compliant routes throughout town" for the 2016 Americans with Disabilities Act (ADA Transition Plan).

Thank you for your consideration.

Kirk Kennedy

Note: I just learned of tonight's ADA Workshop via Zoom and will attempt to join.



October 12, 2006

Jeff Miller
City of Anacortes
904 6th Street
Anacortes, WA 98221

Dear Jeff:

Please accept these comments from the Barrier Buster Committee for inclusion in the 2006 Transportation Plan Update. Please contact me for further clarification or to answer any questions you may have.

1. Pedestrian Through-ways Continue to improve the ability for pedestrians to transverse the community in a manner that is safe, efficient and enjoyable. This includes defining routes of travel throughout town for enjoyment & daily needs, ensuring sidewalks are ADA accessible and surfaces are in good condition. The annual budget should include expenditures that provide continuous improvements in these areas and do so in a coordinated and prioritized method. See exhibit 1 for proposal of pedestrian throughways.
2. Require & Enforce Unobstructed Sidewalks Property owners should be required to maintain an obstruction free sidewalk to permit all pedestrians clear access, with special attention to the needs of people with disabilities. As an example: overhead growth should be trimmed so that individuals with sight impairment can pass without hitting their heads. Guide dogs are unable to direct their owners around such an obstacle. In addition to requiring property owners with an obstruction free sidewalk and a plan to inform residents of this requirement; a process should also be defined to take corrective actions when a violation occurs.
3. Improving Pedestrian Street Crossing on South Commercial South Commercial provides challenges for pedestrians to cross as this section of SR 20 has fast moving traffic, a wide street and few stop lights to cross with. Please consider alternatives to increase the probability that a pedestrian will be able to safely cross this street. The City of Kirkland has had success with using traffic flags to improve the likelihood that a pedestrian will be seen crossing their busy streets. I have attached a copy of the Sept. 9 Seattle Times article on this subject.
4. Provide improved crossing at 22nd Street & I Ave intersection This intersection is adjacent to the Pool & Fidalgo Center and is frequented by the youth and elderly, as they visit these facilities.
5. Improve Pedestrian Crossing at Commercial Ave. and 12th Street This intersection is heavily utilized by vehicles and pedestrians. Several complaints have been voiced by both the able bodied and people with disabilities regarding the difficulty they have in safely crossing this intersection. Plans should be developed and implemented that provide for the safe and efficient flow of vehicle and pedestrians.

Please contact me with any questions or need clarification.

Sincerely,

Kirk Kennedy
Co-chair
Barrier Busters Committee

Exhibit 1

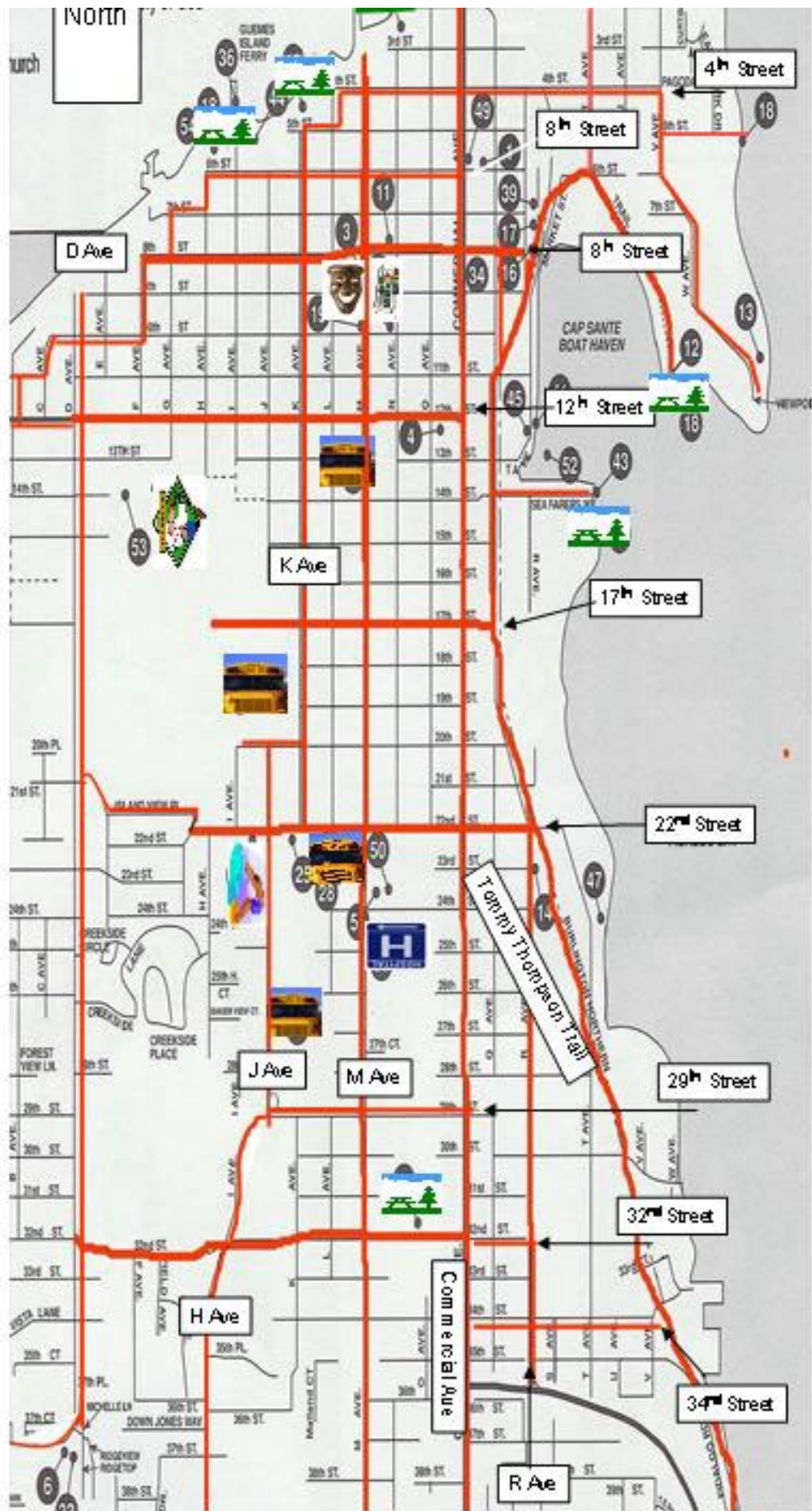




Exhibit 2

Saturday, September 9, 2006 - 12:00 AM



KEN LAMBERT / THE SEATTLE TIMES

Sinclair Jones, motioning for cars to stop, decided not to use a crossing flag while walking his dog, Abbey Road, in downtown Kirkland on Thursday. Jones said he uses the flags maybe two or three times a week during walks.

Pedestrian safety flagged as a priority in Kirkland

By Lisa Chiu

Seattle Times Eastside bureau

For 10 years now, the fluorescent orange pedestrian flags dotting the city of Kirkland have been stopping traffic.

What began as an experiment at five intersections with no signals downtown in 1996 has grown to 47 throughout the city. Pedestrians can pick up a flag in a stand, wave it while crossing the street, then deposit it at a stand on the other side.

Two fatal accidents

The program was created after two fatal accidents involving pedestrians, neighborhood traffic controller Noel Schoneman said.

The flags' bright color draws attention to pedestrians. "One reason why they work so well is if you can be seen, the car will stop," Councilwoman Joan McBride said. Many accidents are due to motorists not seeing pedestrians, officials said.

Waving the flags is a daily practice for Kim Crofoot, a paralegal who works downtown and crosses Central Way near First Street.

"People come barreling up and down and don't see me," Crofoot said. "It's very dangerous, even with the flag. If they took them away, we'd all be sitting ducks out here."

Seen in Japan

The idea was brought to the city's attention by a resident who saw the flags in action while visiting Japan, McBride said.

The City Council approved a pilot project and, without realizing it, made Kirkland the first city in the country to have such a program, McBride said. Similar flags had been used in private resorts.

Other cities, including Mill Creek, Seattle and Redmond, have called Kirkland asking about how to set up similar programs.

Pedestrian flags have gone into use in Oregon, Colorado, Utah, Wisconsin, Maryland and Washington, D.C.

If approved for a Kirkland intersection, the stands, which are constructed by welding students at Lake Washington Technical College, will be installed along with a sign on how to use the flags. The stands will be stocked with six flags, three on each side of the crossing. Typically, the city will ask for volunteers to check and restock the stands once a week.

In August, new flags and stands were added at Northeast 80th Street and 128th Avenue in South Rose Hill, Lake Street and 10th Avenue South, and 124th Avenue Northeast and Northeast 107th Place.

Keeping watch

The 15 pedestrian-flag intersections downtown are the only ones monitored by city staffers. Dave Gourlie, an engineering assistant, checks on them twice a week and usually has to replace two or three flags a week, mainly in the summer months. Either they've migrated away or have been stolen, he said.

The city buys them in batches of 200 for \$523, Gourlie said.

Though the flags get used, plenty of people go it alone.

"I guess I just trust that I will be seen," said Christi Packard, a Realtor at Windermere downtown who said she's never used the flags. "It's second nature to just cross the street, [rather] than to get a flag."

Gourlie said that though usage isn't across the board, whenever he's out replacing flags, people thank him and describe what a difference they've made to the community.

"I've seen children get a joy out of using the flags and helping their parents cross the street," Schoneman said. "Just the fact that they tend to migrate from stand to stand and that we need to restock them indicate they're being used." lchiu@seattletimes.com Copyright © 2006 The Seattle Times Company

Anacortes Bikes and Walks – Corridor Review

East/West Routes

Note: All routes are described traveling east to west but are reversible.

Route 1 (Guemes Channel Trail): This **proposed** off grade multi-use paved waterfront trail will run from 6th Street and Q Avenue on the east to Washington Park on the west. It will provide an off-road alternative to Route 12 (SR20Spur) for commuters and recreational cyclists, pedestrians and other non-motorized user groups. Points of interest will include the downtown shopping district, the Guemes Ferry terminal, the Ship Harbor Interpretive Preserve, the Washington State Ferry Terminal, and Washington Park.

Challenges on this route are property access and significant construction costs. A collaboration between the City of Anacortes, the Anacortes Parks Foundation and others is tackling these challenges.

Scenic Route: This is primarily a driving route, which overlays parts of several of the bike routes mentioned in this document.

Route 4 (4th Street): Begin from Cap Sante Lookout. Travel northwest steeply downhill .5 miles on Cap Sante Drive/W Avenue/7th Street/V Avenue to 4th Street (N-S stop). Turn left. Travel west on 4th Street .4 miles to Commercial Avenue (E-W stop). Continue west 3 blocks to M Avenue. Turn left. Travel south 2 blocks to 6th Street (N-S stop).

This route intersects the Marina North access at T Avenue and designated North/South routes at Commercial/O Avenue, M Avenue and 6th Street. Points of interest include the Cap Sante Lookout, the working waterfront of the Port of Anacortes, downtown business district and small waterfront pocket parks.

Bicycles share unstriped low traffic roadway on this route. Pedestrians have sidewalks on entire route west of V Avenue (not all ADA accessible) but share roadway east of that. Challenges include route identification and very narrow winding roadway with poor sight lines at the top of Cap Sante. Proposed solutions: Sign the route at key intersections and at turns. Stripe shoulder on west side of Cap Sante Drive to provide climbing lane for bikes and pedestrians.

Route 8 (8th Street): Begin from east at intersection of 8th Street and Q Avenue. Travel west on 8th Street one block to Commercial Avenue (signal). Continue west on 8th Street one block to O Avenue (E-W stop). Continue west on 8th Street .6 miles to end, bear left onto F Avenue. Travel south on F Avenue one block to 9th Street. Turn right. Travel west on 9th Street one block to E Avenue. Turn left. Travel south on E Avenue one block to 10th Street. Turn right. Travel west on 10th Street one block to D Avenue (E-W stop). Turn left. Travel south on D Avenue two blocks to 12th Street (signal with pedestrian activation).

This route intersects designated North/South routes at Q Avenue, Commercial/O Avenue, M Avenue and D Avenue. It travels on low traffic residential streets through scenic Old Town with views to the west after cresting at G Avenue. Route grade is extremely gradual. Points of interest include the W.T. Preston and Maritime Museum, the Depot Arts Center and seasonal Anacortes Farmers Market, the downtown shopping district, Causland Memorial Park, Anacortes Public Library and Anacortes Museum.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks both sides the entire length of this route (not all ADA accessible) except for one block each on E Avenue and D

Avenue. Challenges are mostly route identification. Proposed solution: Sign the route at key intersections and at turns.

Route 12 (12th/Oakes): Begin from east at intersection of 12th Street and Commercial Avenue (pedestrian activated signal). Travel west on 12th Street .2 miles to M Avenue (pedestrian activated signal). Continue west on 12th Street .7 miles to D Avenue (pedestrian activated signal). Continue west on 12th Street .2 miles at which point it becomes Oakes Avenue. Continue west on Oakes Avenue 2.1 miles to signal. Exit right for Washington State Ferry Terminal, through traffic bear left through signal onto Sunset Avenue. Continue west on Sunset Avenue .6 miles to Washington Park entrance.

This route intersects designated North/South routes at Commercial/O Avenue, M Avenue, Anacopper Road, Anaco Beach Road and Skyline Way. It travels on the striped shoulder of a high volume arterial (SR20Spur) to Ferry Terminal Road, then on marked bike lanes on Sunset Avenue. The scenic route is mostly level with gradual grades except for a moderately steep descent westbound on Sunset Avenue. Points of interest include Commercial Avenue shopping district, Roadside Park, Ship Harbor Interpretive Preserve, Washington State Ferry Terminal, and Washington Park. This is the primary east/west route connecting west end neighborhoods and guests arriving via ferry to the rest of Anacortes.

Bicycles share roadway with other vehicles on this route along a striped shoulder. Pedestrians have sidewalks on both sides between Commercial Avenue and F Avenue and then on the south side only between F Avenue and D Avenue (not all ADA accessible) but share the shoulder with bicycles and other vehicles west of D Avenue until Sunset Avenue where sidewalks resume on both sides all the way west to Washington Park. Challenges on this heavily used route include narrow shoulder on 12th Street particularly between Commercial Avenue and D Avenue. Proposed solution: Lane diet and revised striping on 12th Street. Striped shoulder / bike lane markings needed through transition from Oakes Avenue to Sunset Avenue. Also suggest a camera type bicycle signal activation to Ferry Terminal Road crossing. Eventual Route 1 along Guemes Channel Trail will provide a safer alternative for pedestrians the length of Oakes Avenue.

Route 15 (15th Street): Begin from east at intersection of 15th Street and Commercial Avenue (E-W stop). Continue west on 15th Street through E-W stops at O Avenue, M Avenue and L Avenue to K Avenue (E-W stop). Turn right. Travel north on K Avenue one block to 14th Street. Turn left. Travel west two blocks on 14th Street through E-W stop at J Avenue to I Avenue (stop). Turn right. Travel north on I Avenue one half block to gravel alley. Turn left. Travel west one block on alley to Volunteer Park. Travel west through park and/or on 13th Street to D Avenue (E-W stop).

This route intersects designated North/South Routes at Tommy Thompson Trail, Commercial Avenue, M Avenue and D Avenue. It travels on low traffic residential streets except at Commercial Avenue. Route climbs gently from O Avenue to K Avenue, otherwise level. Points of interest include Commercial Avenue shopping district and Volunteer Park.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on both sides from Commercial Avenue to K Avenue (not all ADA accessible), then share the roadway with vehicles west of that until Volunteer Park where sidewalk resumes on south side of 13th Street west to D Avenue. Challenges include the often chaotic Commercial Avenue crossing. Proposed solution: Refuge island with activated beacon to facilitate safe cyclist and pedestrian crossing.

Route 17 (17th Street): Begin from east at intersection of 17th Street and Tommy Thompson Trail (signal with pedestrian activation). Travel west on 17th Street one block to Commercial Avenue (signal with pedestrian activation). Continue west on 17th Street through E-W stops at O Avenue, M Avenue, L Avenue and K Avenue to Anacortes High School parking lot at J Avenue (stop). Pedestrian access continues to Volunteer Park and athletic fields through school.

This route intersects designated North/South routes at Tommy Thompson Trail, Commercial Avenue and M Avenue. It travels on low traffic residential streets except at Commercial Avenue. Route is level from Tommy Thompson Trail to O Avenue, then climbs increasingly steeply to the high school. Points of interest include Commercial Avenue shopping district, Anacortes High School, and Volunteer Park.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on both sides between Q Avenue and K Avenue (not all ADA accessible) and then on south side only between K Avenue and J Avenue. Suggest camera type bicycle signal activation at Q Avenue and Commercial Avenue crossings.

Route 22 (22nd Street): Begin from east at intersection of 22nd Street and Tommy Thompson Trail (E-W stop). Travel west on 22nd Street two blocks to Commercial Avenue (signal with pedestrian activation). Continue west on 22nd Street three blocks to M Avenue (4-way stop). Continue west on 22nd Street three blocks to J Avenue (4-way stop). Continue west on 22nd Street two and a half blocks to roadway Y. Bear right onto Island View Place. Continue northwest on Island View Place .2 miles to 21st Street (stop). Turn right onto 21st Street. Continue northwest on 21st Street one block to D Avenue (E-W stop).

This route intersects designated North/South routes at Tommy Thompson Trail, Commercial Avenue, M Avenue, J Avenue and D Avenue. It travels on a generally wide low speed arterial through commercial, public use and residential zones. Route climbs gently from east to west, more steeply between M Avenue and Island View Place. Points of interest include Alice Newland Park/Skate Park, Commercial Avenue shopping district, Anacortes Middle School, Fidalgo Pool and Fitness Center and the Senior Activity Center. This is also a major east/west feeder route to reach Anacortes High School and Island View Elementary.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on one side between R Avenue and Commercial Avenue, then on both sides west to D Avenue (not all ADA accessible) except where missing on parts of Island View Way. Challenges include a very poor sight line crossing of R Avenue. Possible solutions could be signage to encourage use of the Ben Root Skate Park crossing, moving that crossing to 22nd Street, or considering a roundabout at R Avenue. Also suggest a camera type bicycle signal activation to Commercial Avenue crossing.

Route 29 (29th/30th Streets): Begin from east at intersection of 30th Street and Tommy Thompson Trail (Soroptomist Station trail parking). Travel west 1 block on 30th Street to T Avenue (E-W stop). Continue west 2 blocks to R Avenue (E-W stop). Continue west one block to Q Avenue (E-W stop). Turn right. Travel north on Q Avenue one block to 29th Street (N-S stop). Turn left. Travel west one block on 29th Street to Commercial Avenue (E-W stop). Continue west on 29th Street .2 miles to M Avenue (E-W stop). Continue west on 29th Street .2 miles to J Avenue (3-way stop).

This route intersects designated North/South routes at Tommy Thompson Trail, Commercial Avenue, M Avenue and J Avenue. It travels on low traffic industrial streets east of R Avenue, then low traffic residential streets except when crossing Commercial Avenue. Route climbs gently from east to west. Points of interest include 29th Street Community Garden, bowling alley, Commercial Avenue shopping district and Storvik Park.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians share the roadway with vehicles on most of this route except between Commercial Avenue and M Avenue which has sidewalks on both sides (not all ADA accessible). Challenges include uncontrolled intersections with high volume traffic at R Avenue and Commercial Avenue. Proposed solutions: Activated beacon crossings at R Avenue and Commercial Avenue and a refuge island on R Avenue.

Route 32 (32nd/34th Street): Begin from east at intersection of 34th Street and Tommy Thompson Trail. Travel west .3 miles on 34th Street to R Avenue (E-W stop). Continue west on 34th Street one block to Q Avenue. Turn right. Travel north on Q Avenue two blocks to 32nd Street (N-S stop). Turn left. *Alternate Route: Turn right at R Avenue onto multimodal path. Travel north two blocks to 32nd Street. Cross R Avenue via proposed refuge island with flashing beacons.* Travel west on 32nd Street to Commercial Avenue (signal with pedestrian activation). Continue west on 32nd Street .5 miles to I Avenue (4-way stop). Continue west on 32nd Street .4 miles to D Avenue (E-W stop).

This route intersects designated North/South routes at Tommy Thompson Trail, Commercial Avenue, M Avenue, I Avenue and D Avenue. It travels on industrial streets east of R Avenue, then on a major arterial. Neighborhoods are primarily residential from M Avenue west. Route climbs gently from east to west with a moderately steep climb between M Avenue and I Avenue. Points of interest include Commercial Avenue shopping district and Storvik Park.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on both sides (not all ADA accessible) west of Q Avenue but share the roadway with vehicles east of that. Challenges include the uncontrolled intersection with high volume traffic at R Avenue and the chaotic intersection with M Avenue. Proposed solution: Refuge island on R Avenue at 32nd Street with solar powered locally activated LED beacons at both ends of crosswalks and an in-pavement beacon and reactivation button on the refuge island (surface mounted step-on button). Also, convert existing sidewalks on both sides of R Avenue to multimodal path to serve as collectors to channel traffic from 30th Street and 34th Street to the enhanced 32nd Street crossing. A possible solution for M Avenue intersection would be a 4 way stop. Also suggest a camera type bicycle signal activation to Commercial Avenue crossing.

Route 41 (41st Street/Hillcrest): Begin from east at intersection of Hillcrest Drive and Whistle Lake Road. Travel west .2 miles on Hillcrest Drive to Saint Mary's Drive. Turn left. Travel south for one block on Saint Mary's Drive to Fidalgo Avenue (stop). Turn right. Travel west on Fidalgo Avenue .2 miles to Commercial Avenue (E-W stop). Continue on Fidalgo Avenue one block to O Avenue. Turn left. Travel south on O Avenue one block to 41st Street. Turn right. Travel west on 41st Street .5 miles to Heart Lake Road/H Avenue. Continue on 41st Street .5 miles to A Avenue.

This route intersects designated North/South routes at Commercial Avenue, M Avenue, Heart Lake Road/H Avenue and A Avenue. It travels on low traffic residential streets. Route is relatively flat except for the extremely steep hill between Heart Lake Road and A Avenue (cresting west of E Avenue). Points of interest include Grandview Cemetery, Saint Mary's Church, and Mt. Erie School/playground/community garden.

Bicycles share unstriped roadway with other vehicles on this route except where shoulder is striped westbound between O Avenue and H Avenue. Pedestrians have sidewalks on one side (not all ADA accessible) the entire length of this route except where sidewalks are present on both sides directly in front of Mt. Erie Elementary School. Challenges on this route include the lack of shoulder between H Avenue and A Avenue including the narrow and blind stretch over the crest of the hill. Proposed solution: Stripe climbing lanes for

bikes on uphill sections each direction. Add shoulder striping/improve shoulder on the south side of 41st Street from H Avenue to O Avenue.

North/South Routes

Note: All routes are described traveling south to north but are reversible.

Route 1 (Tommy Thompson Trail): Begin from south at intersection of Tommy Thompson Trail and March Point Road. Travel north 3.4 miles on trail through on grade crossings at 34th Street, 33rd Court, 30th Street, T Avenue, 22nd Street, 20th Street, 17th Street (pedestrian activated signal) and Seafarers Way to trail terminus at 11th Street. At 11th Street merge with northbound traffic on Q Avenue. Continue north five blocks on Q Avenue to 6th Street.

This route intersects designated East/West routes at 34th Street, 30th Street, 22nd Street, 17th Street, 8th Street and 6th Street. It provides a safe and scenic flat off-grade parkway between March Point and downtown Anacortes. Points of interest include the Fidalgo Bay trestle, the RV park, marinas, Seafarers Memorial Park, and the downtown shopping district with continuous views of Fidalgo Bay and Mount Baker from the trail.

While this route is predominantly off road, challenges include the uncontrolled, unsigned merge for bicycles with Q Avenue at 11th Street and lane narrowing on Q Avenue between 11th Street and 6th Street. (Pedestrians have sidewalks on both sides from the trail terminus north to 6th Street.) Q Avenue is a freight route in this location. Proposed solution: Stripe bike lanes on Q Avenue north of 11th Street and shave the bulb outs between 6th Street and 9th Street which currently force cyclists into the path of vehicles.

Route R (R Avenue): Begin from south at intersection of SR20 Spur and R Avenue (note: signalized SR20Spur pedestrian crossing exists for N-S foot and bike traffic on west side of R Avenue). Travel north .8 miles on R Avenue to 22nd Street. Merge with Tommy Thompson Trail at 22nd Street.

This route intersects designated East/West routes at 34th Street, 30th Street and 22nd Street. It includes a pedestrian activated signal crossing at SR20 to link to southern neighborhoods. It travels on a major north/south arterial connecting the highway entrance to Anacortes with the industrial district and downtown. Route is flat except for moderate grade at the south end.

Bicycles share unstriped roadway with other vehicles on this route. Challenges include a four-lane arterial with 35 mph traffic and no shoulder. Proposed solution: Convert existing sidewalks to 10-foot wide off-grade multi-use paths on both sides of R Avenue. This would provide a safe through route for both cyclists and pedestrians as well as providing collectors for enhanced crossings at 34th Street, 32nd Street and 30th Street.

Route Comm (Commercial Avenue / O Avenue): Begin from south at intersection of 41st Street and O Avenue. Travel north on O Avenue one block to Fidalgo Avenue. Turn right. Travel east one block on Fidalgo Avenue to Commercial Avenue (E-W stop). Turn left. Travel north on Commercial Avenue .3 miles through the roundabout at SR20 Spur. Continue north on Commercial Avenue three blocks to 32nd Street (pedestrian activated signal). Continue north on Commercial Avenue ten blocks to 22nd Street (pedestrian activated signal). Continue north on Commercial Avenue five blocks to 17th Street (pedestrian activated signal). Continue north on Commercial Avenue five blocks to 12th Street (pedestrian activated signal). Continue north on Commercial Avenue four blocks to 8th Street (signal). Continue north on Commercial Avenue two blocks to 6th Street (signal). Continue north on Commercial Avenue six blocks to end. *Alternate O Avenue route through the downtown business district: Turn left off Commercial Avenue at 10th Street. Travel west 1 block on 10th Street*

to O Avenue (E-W stop). Turn right. Travel north on O Avenue for 8 blocks to 2nd Street. Turn right. Travel east one block on 2nd Street to return to Commercial Avenue.

This route intersects designated East/West routes at 41st Street, 32nd Street, 29th Street, 22nd Street, 17th Street, 15th Street, 12th Street, 8th Street, 6th Street and 4th Street. It travels on the main street/business route through Anacortes which descends steeply from Fidalgo Avenue to SR20Spur, then very gradually to the northern terminus at the Port of Anacortes public pier. This route includes most of the commercial establishments in Anacortes.

Bicycles share the roadway with other vehicles the length of this route. Pedestrians have sidewalks on both sides (not all ADA accessible) from 36th Street (roundabout) north but share the roadway with bicycles and vehicles between 36th Street and Fidalgo Avenue. Challenges on this route include high traffic volumes with frequent turns and parking on both sides of the street in most locations. Proposed solution: Stripe bike lanes or shoulder the length of Commercial Avenue in both directions including a striped climbing lane on west side from 38th Street to Fidalgo Avenue.

Route M (M Avenue): Begin from south at intersection of 41st Street and M Avenue. Travel north on M Avenue .6 miles to 32nd Street (N-S stop). Continue north on M Avenue .5 miles to 22nd Street (4-way stop). Continue north on M Avenue .5 miles to 12th Street (pedestrian activated signal). Continue north on M Avenue through N-S stops at 8th Street and 6th Street to 4th Street.

This route intersects designated East/West routes at 41st Street, 32nd Street, 29th Street, 22nd Street, 17th Street, 15th Street, 12th Street, 8th Street, 6th Street and 4th Street. It travels on a major low speed arterial through residential and public use zones. Route slopes gradually down from 41st Street to 4th Street. Points of interest include Mt. Erie School, Island Hospital, Anacortes Police Station and Municipal Court, Boys and Girls Club, Anacortes Middle School, Whitney Elementary School, Anacortes Public Library and Anacortes Museum.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on both sides the entire length of the route. Challenges include chaotic traffic and on street parking surrounding the hospital and adjacent medical offices and in the school zones. Proposed solution: Stripe bike lanes both directions between 22nd Street and 29th Street. Stripe shoulders between 29th Street and 32nd Street. Calm 32nd Street crossing using a 4-way stop or other more effective traffic control. Add camera type bicycle signal activation to 12th Street crossing.

Route H (H Avenue / J Avenue): Begin from south at intersection of Heart Lake Road and 41st Street (4-way stop). Travel north on H Avenue in marked bike lanes .6 miles to 32nd Street (4-way stop). Continue north on I Avenue/29th Street .2 miles to J Avenue (3-way stop). Turn left. Continue north on J Avenue .4 miles to 22nd Street (4-way stop). Continue north on J Avenue two blocks to 20th Street (4-way stop). Turn right. Travel east on 20th Street one block to K Avenue (4-way stop). Turn left. Travel north .4 miles to 12th Street (N-S stop).

This route intersects designated East/West routes at 41st Street, 32nd Street, 29th Street, 22nd Street, 17th Street, 15th Street and 12th Street. It travels on a low traffic arterial through residential and public use neighborhoods. Route is mostly level with a gradual downward grade from 41st Street to 12th Street. Points of interest include access to the Anacortes Community Forest Lands, Ace of Hearts/Rotary Park, Island View Elementary School, Fidalgo Pool and Fitness Center and Anacortes High School.

Bicycles share unstriped roadway with other vehicles on this route except on H Avenue which has marked bike lanes both directions. Pedestrians have sidewalks both sides except for I Avenue and sidewalks on one side only between 22nd Street and 17th Street. Challenges on this route include extremely narrow lanes with

no shoulders on I Avenue. Proposed solution: Stripe I Avenue for bike/pedestrian travel in both directions when planned reconfiguration to one-way vehicle traffic is implemented.

Route D (D Avenue/A Avenue): Begin from south on A Avenue at city limits. Travel north on A Avenue which wraps east to become 37th Street at .6 miles and then north to become D Avenue at .8 miles. Continue north on D Avenue 1.5 miles to 12th Street (signal with pedestrian activation).

This route intersects designated East/West routes at 41st Street, 32nd Street, 21st Street, 13th Street and 12th Street. It travels on a medium traffic arterial with striped shoulder its entire length through residential zones. Route slopes down from city limits to 12th Street with extremely steep grade between 21st Street and 18th Street. This is the primary north/south route from South Fidalgo Island into downtown. Points of interest include Anacortes Community Forest Lands trailheads and Volunteer Park.

Bicycles ride on striped shoulder the length of this route. Pedestrians share the shoulder with other vehicles except between approximately 20th and 12th Street where there are sidewalks on at least one side. Challenges on this route include the tight lanes at the intersection of 12th Street and D Avenue due to left turn lane for traffic turning onto 12th Street. Proposed solution: Stripe a bike lane between 13th Street and 12th Street. Stripe a left-turn bike pocket with camera type bicycle signal activation for cyclists turning left onto westbound 12th Street.

Route Ana-King (Anacopper/Kingsway): Begin from south at intersection of Kingsway and Anaco Beach Road. Travel northeast on Kingsway, which becomes Jasper Way, which becomes Pennsylvania Avenue, 1 mile to roundabout. Continue through roundabout left onto Pennsylvania Avenue which wraps right to become Anacopper Road. Travel north on Anacopper Road .6 miles to Oakes Avenue (stop).

This route intersects a designated East/West route at Oakes Avenue and connects to two other designated North/South Routes at Anaco Beach Road. It travels on a low speed arterial through residential neighborhoods. Route climbs from Anaco Beach Road to crest on Pennsylvania, then descends increasingly steeply to Oakes Avenue. Points of interest include Anacortes Community Forest Lands trailheads, John and Doris Tursi Park and the Anacortes Airport.

Bicycles share unstriped roadway with other vehicles on this route except on Pennsylvania Avenue which has striped bike lanes both directions. Pedestrians share unstriped roadway with other vehicles except on Pennsylvania Avenue and Jasper Way which have sidewalk on one side and Kingsway between Bryce Drive and Yorkshire Drive which has sidewalks both sides. Challenges include narrow to non-existent shoulder at the south end of Anacopper Road. Proposed solution: Stripe a climbing lane or uphill-side shoulder on the west edge of Anacopper Road. A more permanent solution would be an off-grade trail along Port of Anacortes airport property in that location. Stripe shoulder on Kingsway from Anaco Beach Road to Yorkshire Drive.

Route Anaco Beach (Anaco Beach Road): Begin from south on Marine Drive at city limits. Travel north on Marine Drive which becomes Anaco Beach Road .6 miles to intersection with Bryce Drive/Doon Way (4-way stop). Continue north .8 miles on Anaco Beach Road to Sunset Avenue (stop).

This route intersects a designated East/West route at Sunset Avenue and two North/South Routes at Kingsway. It travels on a quiet arterial with marked bike lanes both directions between Sunset Avenue and Anaco Beach Place, then on a narrow twisting arterial with narrow striped shoulders south of that. Pedestrians share the roadway with vehicles most of the length with only occasional stretches of sidewalk. This route connects the western South Fidalgo neighborhoods and Marine Heights to Skyline and routes into town. Grade

is gentle rollers from Sunset Avenue to Bryce/Doon with a steep descent and climb between Bryce/Doon and the city limits in both directions.

Challenges on this route include narrow shoulders on Marine Drive. Proposed solution: Add shoulder width to Marine Drive, keeping lanes narrow.

Route Sky-King (Skyline/Kingsway): Begin from south at intersection of Anaco Beach Road and Kingsway. Travel northwest on Kingsway .9 miles to Skyline Way (4-way stop). Turn right. Travel north .2 miles on Skyline Way to Sunset Avenue (stop).

This route intersects a designated East/West route at Sunset Avenue and connects to two other designated North/South Routes at Anaco Beach Road. It travels on a low speed arterial with no shoulder or sidewalk through residential zones and connects upper Skyline neighborhoods with the Flounder Bay commercial marine zone. Grade slopes moderately down from Anaco Beach Road for several blocks, then very gradually to Skyline Way

Bicycles and pedestrians share unstriped roadway with vehicles on this route except on Skyline Way which has striped shoulders both directions. There are no sidewalks except one half block of Skyline Way. Challenges include wandering traffic on the wide unstriped streets. Proposed solution: Stripe Kingsway shoulders for ADA, pedestrian and bicycle use.

Excerpt from Anacortes 2016 Comprehensive Plan Vol. 1 Page I-65

Transportation Equity

Policy T-4.12. Implement transportation programs and projects in ways that aim to prevent or minimize negative impacts to low income, minority, and special needs populations.

Policy T-4.13. Work to improve mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low income populations.

Policy T-4.14. Plan transportation and street improvements to consider the existing and desired character of the area and cost of future maintenance.

Policy T-4.15. Complete the 2016 Americans with Disabilities Act (ADA) Transition Plan including a financial plan for constructing and replacing ADA compliant ramps and sidewalks. Develop a prioritized list of ADA compliant routes throughout town, which provide access to key city amenities and services for people with disabilities and implement facilities improvements based on these priorities.

Policy T-4.16. Budget for, and provide, the construction and repair of sidewalks and ramps to meet ADA standards according to priorities established in the 2016 ADA Transition Plan.

**Public Right-of-Way
ADA (Americans with Disabilities Act)
Self-Evaluation and Transition Plan**



Appendix E

**Accessibility of Web Content and Mobile Apps Provided by State
and Local Government Entities: A Small Entity Compliance Guide**

September 2024

Prepared by





U.S. Department of Justice Civil Rights Division

Guidance on Web Accessibility and the ADA

This guidance describes how state and local governments and businesses open to the public can make sure that their websites are accessible to people with disabilities as required by the Americans with Disabilities Act (ADA).

[+Learn more about businesses' and state and local governments' ADA responsibilities.](#)

Why Website Accessibility Matters

Inaccessible web content means that people with disabilities are denied equal access to information. An inaccessible website can exclude people just as much as steps at an entrance to a physical location. Ensuring web accessibility for people with disabilities is a priority for the Department of Justice. In recent years, a multitude of services have moved online and people rely on websites like never before for all aspects of daily living. For example, accessing voting information, finding up-to-date health and safety resources, and looking up mass transit schedules and fare information increasingly depend on having access to websites.

People with disabilities navigate the web in a variety of ways. People who are blind may use screen readers, which are devices that speak the text that appears on a screen. People who are deaf or hard of hearing may use captioning. And people whose disabilities affect their ability to grasp and use a mouse may use voice recognition software to control their computers and other devices with verbal commands.

The ways that websites are designed and set up can create unnecessary barriers that make it difficult or impossible for people with disabilities to use websites, just as physical barriers like steps can prevent some people with disabilities from entering a building. These barriers on the web keep people with disabilities from accessing information and programs that businesses and state and local governments make available to the public online. But these barriers can be prevented or removed so that websites are accessible to people with disabilities.



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Examples of Website Accessibility Barriers

- **Poor color contrast.** People with limited vision or color blindness cannot read text if there is not enough contrast between the text and background (for example, light gray text on a light-colored background).
- **Use of color alone to give information.** People who are color-blind may not have access to information when that information is conveyed using only color cues because they cannot distinguish certain colors from others. Also, screen readers do not tell the user the color of text on a screen, so a person who is blind would not be able to know that color is meant to convey certain information (for example, using red text alone to show which fields are required on a form).
- **Lack of text alternatives (“alt text”) on images.** People who are blind will not be able to understand the content and purpose of images, such as pictures, illustrations, and charts, when no text alternative is provided. Text alternatives convey the purpose of an image, including pictures, illustrations, charts, etc.
- **No captions on videos.** People with hearing disabilities may not be able to understand information communicated in a video if the video does not have captions.
- **Inaccessible online forms.** People with disabilities may not be able to fill out, understand, and accurately submit forms without things like:
 - Labels that screen readers can convey to their users (such as text that reads “credit card number” where that number should be entered);
 - Clear instructions; and
 - Error indicators (such as alerts telling the user a form field is missing or incorrect).
- **Mouse-only navigation (lack of keyboard navigation).** People with disabilities who cannot use a mouse or trackpad will not be able to access web content if they cannot navigate a website using a keyboard.

When the ADA Requires Web Content to be Accessible

The Americans with Disabilities Act applies to state and local governments (Title II) and businesses that are open to the public (Title III).



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State and local governments (Title II)

Title II of the ADA prohibits discrimination against people with disabilities in all services, programs, and activities of state and local governments. State and local governments must take steps to ensure that their communications with people with disabilities are as effective as their communications with others. Many state and local government services, programs, and activities are now being offered on the web. These include, for example, things like:

- Applying for an absentee ballot;
- Paying tickets or fees;
- Filing a police report;
- Attending a virtual town meeting;
- Filing tax documents;
- Registering for school or school programs; and
- Applying for state benefits programs.

A website with inaccessible features can limit the ability of people with disabilities to access a public entity's programs, services and activities available through that website—for example, online registration for classes at a community college.

For these reasons, the Department has consistently taken the position that the ADA's requirements apply to all the services, programs, or activities of state and local governments, including those offered on the web.

Businesses that are open to the public (Title III)

Title III prohibits discrimination against people with disabilities by businesses open to the public (also referred to as "public accommodations" under the ADA). The ADA requires that businesses open to the public provide full and equal enjoyment of their goods, services, facilities, privileges, advantages, or accommodations to people with disabilities. Businesses open to the public must take steps to provide appropriate communication aids and services (often called "auxiliary aids and services") where necessary to make sure they effectively communicate with individuals with disabilities. For example, communication aids and services can include interpreters, notetakers, captions, or assistive listening devices. Examples of businesses open to the public:

- Retail stores and other sales or retail establishments;
- Banks;
- Hotels, inns, and motels;
- Hospitals and medical offices;
- Food and drink establishments; and
- Auditoriums, theaters, and sports arenas.



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A website with inaccessible features can limit the ability of people with disabilities to access a public accommodation's goods, services, and privileges available through that website—for example, a veterans' service organization event registration form.

For these reasons, the Department has consistently taken the position that the ADA's requirements apply to all the goods, services, privileges, or activities offered by public accommodations, including those offered on the web.

How to Make Web Content Accessible to People with Disabilities

Businesses and state and local governments have flexibility in how they comply with the ADA's general requirements of nondiscrimination and effective communication. But they must comply with the ADA's requirements.

The Department of Justice does not have a regulation setting out detailed standards, but the Department's longstanding interpretation of the general nondiscrimination and effective communication provisions applies to web accessibility.¹

Businesses and state and local governments can currently choose how they will ensure that the programs, services, and goods they provide online are accessible to people with disabilities.

Existing technical standards provide helpful guidance concerning how to ensure accessibility of website features. These include the [Web Content Accessibility Guidelines \(WCAG\)](#) and the [Section 508 Standards](#), which the federal government uses for its own websites. [Check out the resources section for more references.](#)

Even though businesses and state and local governments have flexibility in how they comply with the ADA's general requirements of nondiscrimination and effective communication, they still must ensure that the programs, services, and goods that they provide to the public—including those provided online—are accessible to people with disabilities.

¹ See 42 U.S.C. §§ 12132, 12182(a); 28 C.F.R. §§ 35.130, 35.160(a), 36.201, 36.303(c).



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Businesses and state and local governments should consider a variety of website features when ensuring that their websites are accessible. The [resources section](#) has links to organizations that explain how to make websites accessible. Examples of what businesses should do to make websites accessible include (but are not limited to) the following practices:

- **Color contrast in text.** Sufficient color contrast between the text and the background allows people with limited vision or color blindness to read text that uses color.
- **Text cues when using color in text.** When using text color to provide information (such as red text to indicate required form fields), including text cues is important for people who cannot perceive the color. For example, include the word "required" in addition to red text for required form fields.
- **Text alternatives ("alt text") in images.** Text alternatives convey the purpose of an image, including pictures, illustrations, charts, etc. Text alternatives are used by people who do not see the image, such as people who are blind and use screen readers to hear the alt text read out loud. To be useful, the text should be short and descriptive.
- **Video captions.** Videos can be made accessible by including synchronized captions that are accurate and identify any speakers in the video.
- **Online forms.** Labels, keyboard access, and clear instructions are important for forms to be accessible. Labels allow people who are blind and using screen readers to understand what to do with each form field, such as by explaining what information goes in each box of a job application form. It is also important to make sure that people who are using screen readers are automatically informed when they enter a form field incorrectly. This includes clearly identifying what the error is and how to resolve it (such as an automatic alert telling the user that a date was entered in the wrong format).
- **Text size and zoom capability.** People with vision disabilities may need to be able to use a browser's zoom capabilities to increase the size of the font so they can see things more clearly.
- **Headings.** When sections of a website are separated by visual headings, building those headings into the website's layout when designing the page allows people who are blind to use them to navigate and understand the layout of the page.
- **Keyboard and mouse navigation.** Keyboard access means users with disabilities can navigate web content using keystrokes, rather than a mouse.
- **Reporting accessibility issues.** Websites that provide a way for the public to report accessibility problems allow website owners to fix accessibility issues.



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This is not a complete list of things to consider. There are many existing resources to help businesses and state and local governments with making websites accessible to people with disabilities, [some of which are included at the end of this document](#).

Web Accessibility for People with Disabilities is a Priority for the Department of Justice

When Congress enacted the ADA in 1990, it intended for the ADA to keep pace with the rapidly changing technology of our times. Since 1996, the Department of Justice has consistently taken the position that the ADA applies to web content. As the sample cases below show, the Department is committed to using its enforcement authority to ensure website accessibility for people with disabilities and to ensure that the goods, services, programs, and activities that businesses and state and local governments make available to the public are accessible.

Title II Sample Cases

- **[Project Civic Access](#)**: As part of the Department's Project Civic Access enforcement work, the Department has reached numerous agreements with cities and counties across the country that include web accessibility requirements. For example, [City and County of Denver, Colorado](#), [City of Jacksonville, Florida](#), and [City of Durham, North Carolina](#).
- **[Miami University in Ohio](#)**: The Department reached an agreement with Miami University in Ohio to resolve the United States' lawsuit alleging that the university discriminated against students with disabilities by providing inaccessible web content and learning management systems.
- **[Nueces County, Texas](#)**: The Department reached an agreement with Nueces County, Texas, to address claims that the County used an online conference registration form that was not accessible to people with disabilities who use software that reads text out loud.
- **[Louisiana Tech](#)**: The Department reached an agreement with Louisiana Tech University to address claims that the university violated the ADA by using an online learning product that was inaccessible to a blind student.



U.S. Department of Justice Civil Rights Division

Title III Sample Cases

- [Rite Aid Corporation](#): The Department reached an agreement with Rite Aid Corporation to address accessibility barriers in Rite Aid's COVID-19 Vaccine Registration Portal.
- [Teachers Test Prep, Inc.](#): The Department reached an agreement with Teachers Test Prep, Inc., regarding complaints that the test prep company's online video courses did not provide captions and were inaccessible to people who are deaf.
- [HRB Digital and HRB Tax Group \(H&R Block\)](#): The Department reached an agreement with H&R Block to address claims that the company failed to code its website so that individuals with disabilities could use assistive technology such as screen reader software, refreshable Braille displays, keyboard navigation, and captioning.
- [Peapod](#): The Department reached an agreement with Peapod to address claims that its online grocery delivery services were not accessible to some individuals with disabilities.

Resources

- [18F Accessibility Guide](#): a comprehensive accessibility guide with resources published by 18F, a digital services agency under the General Services Administration (GSA).
- [Digital.gov](#): this site, which is part of the Technology Transformation Services at the GSA, has resources on design of products, devices, services, or environments for people with disabilities.
- [Section 508 Information and Communication Technology Accessibility Standards](#): standards published by the U.S. Access Board addressing access to information and communication technology under Section 508 of the Rehabilitation Act of 1973.
- [Section508.gov](#): a website published by the GSA with tools and training on implementing website accessibility requirements under Section 508.
- [Web Content Accessibility Guidelines \(WCAG\)](#): guidelines published by the Web Accessibility Initiative of the World Wide Web Consortium.

Accessibility of Web Content and Mobile Apps Provided by State and Local Government Entities: A Small Entity Compliance Guide

Guidance & Resources

Read this to get specific guidance about this topic.

For a beginner-level introduction to a topic, view [Topics](#)

For information about the legal requirements, visit [Law, Regulations & Standards](#)

On April 24, 2024, the Federal Register¹ published the Department of Justice’s (Department) final rule updating its regulations for Title II of the Americans with Disabilities Act (ADA). The final rule has specific requirements about how to make sure that web content and mobile applications (apps) are accessible to people with disabilities.

Purpose of this guide: This Small Entity Compliance Guide² (“guide”) is meant for people who work for or with small state and local governments. The guide will help you understand the rule’s requirements for making sure your government’s web content and mobile apps are accessible.



About this guide

meant to help clarify specific details about the requirements. But they do not include all the facts that might be relevant in a real-world scenario in determining how to comply with the web content and mobile app accessibility requirements. So these examples are not meant to be a determination that your state or local government is or is not complying with Title II. Instead, they are intended to be a helpful illustration of how parts of the requirements might work in some situations.



What is Title II of the Americans with Disabilities Act (ADA)?

Title II of the ADA requires state and local governments to make sure that their services, programs, and activities are accessible to people with disabilities. Title II applies to all services, programs, or activities of state and local governments. This includes the services, programs, and activities that state and local governments offer online and through mobile apps.

The Reasons the Department Set Specific Requirements for Web Content and Mobile App Accessibility

State and local governments provide many of their services, programs, and activities through websites and mobile apps. When these websites and mobile apps are not accessible, they can create barriers for people with disabilities.

- For example, individuals who are blind may use a screen reader to deliver visual information on a website or mobile app as speech. A state or local government might post an image on its website that provides information to the public. If the website does not include text describing the image (sometimes called “alternative text” or “alt text”), individuals who are blind and who use screen readers may have no way of knowing what is in the image because a screen reader cannot “read” an image.

Accessibility requirements for web and mobile apps will help make sure people with disabilities have access to state and local governments' services, programs, and activities. The requirements will also provide state and local governments with more clarity about what they have to do to comply with the ADA.

State and Local Governments Must Follow the Requirements for Web Content and Mobile App Accessibility

Like the rest of Title II, the web content and mobile app accessibility requirements apply to all state and local governments. State and local governments include any agencies or departments of the governments. Title II and the web content and mobile app accessibility requirements also apply to special purpose districts, Amtrak, and other commuter authorities.

Examples of state and local governments include:

- State and local government offices that provide benefits and/or social services, like food assistance, health insurance, or employment services
- Public schools, community colleges, and public universities
- State and local police departments
- State and local courts
- State and local elections offices
- Public hospitals and public healthcare clinics
- Public parks and recreation programs
- Public libraries
- Public transit agencies

For more information about the responsibilities of state and local governments under Title II, [visit our State and Local Governments page](#).

If you have a contract, license, or other arrangement with another entity to provide public services for your government, you still need to make sure that those services comply with Title II. This includes making sure that any web content or mobile apps the other entity provides or posts for your government meet the accessibility requirements in Title II. This might mean working with vendors to help ensure they understand these requirements or seeking out vendors with such knowledge. For example, if a town hires an outside web developer to design and build the town’s website, the town needs to make sure that the web developer’s design complies with the web content and mobile app accessibility requirements under the ADA.

When the Rule’s Requirements for Web Content and Mobile App Accessibility Start

Starting on April 26, 2027, small state and local governments have to make sure that their web content and mobile apps meet the requirements in the rule. After this time, you must continue to make sure your state or local government’s web content and mobile apps meet the accessibility requirements.

This table shows how much time a state or local government has to comply with this rule.

State and local government size	Compliance date
0 to 49,999 persons	April 26, 2027
Special district governments	April 26, 2027
50,000 or more persons	April 24, 2026

 What are special district governments?

A special district government is a public entity — other than a county, municipality, township, or independent school district — allowed by state law to provide one function or a limited number of designated functions with enough independence to be a separate government.

What is the compliance date for school districts?

A school district is not a special district government. If it is a city school district, it would use the population of the city to know when to comply. If it is a county school district, it would use the population of the county. If it is an independent school district, it would use the population estimate in the most recent [Small Area Income and Poverty Estimates](#).

How do you know the compliance date for other parts of government, like a city, state, or town police department or library?

To figure out the date, you have to know the population of your state or local government. For most governments, this is a number you can find in the [2020 data from the U.S. Census Bureau](#). For smaller parts of a larger government that do not have a population listed there, like a city police department or a city library, you can look at the population of the larger government they are part of, like the city that runs the police department and library in this example.

Web Content and Mobile App Accessibility Requirements Before the Rule's Start Dates

The ADA has always required state and local governments to provide individuals with disabilities with effective communication, reasonable modifications, and an equal opportunity to participate in or benefit from government services, programs, and activities. These requirements still apply to your state or local government's services, programs, and activities offered online and through mobile apps before the rule's start dates. After the rule's start dates, you need to make sure your government's web content and mobile app meet these requirements as well as the specific requirements for web content and mobile app accessibility.

requirements are explained in full detail in the [final rule](#).

The Web Content Accessibility Guidelines (WCAG) Version 2.1, Level AA is the technical standard for state and local governments' web content and mobile apps.

- There is a specific technical standard that your state or local government must follow to meet your obligations under Title II of the ADA for web and mobile app accessibility. That technical standard is WCAG 2.1, Level AA.
- WCAG, [the Web Content Accessibility Guidelines](#), is a set of guidelines that say what is needed for web accessibility, such as requirements for captions for videos. WCAG is developed by the [World Wide Web Consortium \(W3C\)](#).



What is a technical standard?

A technical standard says specifically what is needed for something to be accessible. For example, the existing [ADA Standards for Accessible Design](#) are technical standards that say what is needed for a building to be physically accessible under the ADA, such as how wide a door must be or how steep a ramp can be. This guide is about the technical standard that applies to web content and mobile apps.

State and local governments' web content usually needs to meet WCAG 2.1, Level AA.

- The requirements apply to web content that your state or local government provides or makes available. This includes when you have an arrangement with someone else who provides or makes available web content for your government.
 - **Example:** If a county web page lists the addresses and hours of operation for all county parks, that web page must meet WCAG 2.1, Level AA even if a local web design company made the web page and updates it for the county, or if the county uses a template that was created by a private company.

State and local governments' mobile apps usually need to meet WCAG 2.1, Level AA.

- The requirements apply to mobile apps that your state or local government provides or makes available. This includes when you have an arrangement with someone else who provides or makes available a mobile app for your government.
 - **Example:** If a city lets people pay for public parking using a mobile app, that mobile app must meet WCAG 2.1, Level AA even if the app is run by a private company.



What is a mobile app?

Mobile apps are software applications that are downloaded and designed to run on mobile devices like smartphones and tablets.



Can state and local governments provide web content or mobile apps that follow a higher standard than WCAG 2.1, Level AA?

Yes, these requirements do not stop your state or local government from using designs, methods, or techniques as alternatives to WCAG 2.1, Level AA if you can prove the alternatives provide the same or more accessibility and usability. This is called “equivalent facilitation.” Equivalent facilitation is allowed so that you can have some flexibility, while also making sure that people with disabilities still have equal access to your government’s web content and mobile apps.

- **Example:** There may be new web accessibility standards that are developed in the future, such as WCAG Version 3.0. Under the requirements of this rule, a state parks department would be allowed to create a new mobile app for campground reservations that meets a future standard if the standard provides the same or more accessibility and usability than WCAG 2.1, Level AA.

In limited situations described below, some kinds of web content and content in mobile apps do not have to meet WCAG 2.1, Level

— like current or commonly used information — accessible to people with disabilities quickly.

- If an exception applies to certain content, it means that content would not have to meet WCAG 2.1, Level AA.
- In the next section, we describe the exceptions and provide examples of how they might apply. We also give examples of when the exceptions would not apply.



What the exceptions described below do not change

The ADA requires that your state or local government must provide individuals with disabilities with effective communication, reasonable modifications, and an equal opportunity to participate in or benefit from your state or local government's services, programs, and activities. So even when web content or content in mobile apps does not have to meet WCAG 2.1, Level AA, you would likely still need to provide the content to a person with a disability who needs it in a format that is accessible to them.

- Learn more about your existing ADA obligations to ensure [effective communication](#).
- Learn more about your existing ADA obligations to make [reasonable modifications](#).

Summary of the Exceptions

1. Archived web content

State and local governments' websites often include a lot of content that is not currently used. This information may be outdated, not needed, or repeated somewhere else. Sometimes, this information is archived on the website.

- Your state or local government's web content that meets **all four** of the following points would not need to meet WCAG 2.1, Level AA:
 1. The content was created before the date your government must comply with this rule, or reproduces paper documents or the contents of other physical media (audiotapes,

- **Example:** A water quality report from 1998 that a state has stored only for research purposes in an “archive” section of its website and has not updated would fall under the exception. The exception would also apply to handwritten research notes or photos that go with the 1998 water quality report that the state scans and posts to its website in the archive section.

 **The exception does not apply unless all four points are present. If any point is missing, the exception does not apply.**

- **Example:** City council meeting minutes created after the date the city must comply with this rule would **not** fall under the exception, even if they are posted in the “archive” section of the city’s website, because this content was created after the time the city had to comply with this rule.
- **Example:** A spreadsheet of 2021 COVID-19 statistics posted in the “archive” section of a county health department’s website would **not** fall under the exception if the spreadsheet is later edited and reposted in the archive because the content was changed after it was first posted in the archive.
- **Example:** A PDF document that includes up-to-date instructions for scheduling an event in a county park would not fall under the exception, even if the document is posted in the “archive” section of the county’s website. The PDF provides current information about using the park. The exception would **not** apply because the content is **not** kept only for reference, research, or recordkeeping.
- **Reminder:** If an exception does not apply to specific web content, that web content needs to meet WCAG 2.1, Level AA, apart from the very limited situations discussed later in this guide.

What the exception does not change

The ADA requires that your state or local government must provide individuals with disabilities with effective communication, reasonable modifications, and an equal opportunity to participate in or benefit from your state or local government’s services, programs, and activities.

2. Preexisting conventional electronic documents

Some state and local governments have a lot of old documents, like PDFs, on their website. It can sometimes be hard to make these documents meet WCAG 2.1, Level AA.

- Your state or local government's documents that meet **all three** of the following points do not need to meet WCAG 2.1, Level AA:
 1. The documents are word processing, presentation, PDF, or spreadsheet files; **AND**
 2. They were available on your state or local government's website or mobile app **before** the date your state or local government must comply with this rule; **AND**
 3. They are not currently being used to apply for, access, or participate in your state or local government's services, programs, or activities.
- **Example:** This exception would apply to a PDF flyer for a Thanksgiving Day parade posted on a town's website in 2018, or a Microsoft Word version of a sample ballot for a school board election posted on a school district's website in 2014.

 **The exception does not apply unless all three points are present. Where any point is missing, the exception does not apply.**

-
- **Example:** After the date a town has to comply with the rule, it posts a PowerPoint presentation that will be used in an upcoming town council meeting. The presentation would **not** fall under the exception because it was posted after the rule's compliance date.
 - **Example:** After the date a city has to comply with the rule, it updates a Microsoft Word document that was first posted on its website in 2020 to include the city's new contact information. The updated document would **not** qualify for the exception anymore.
 - **Example:** A state posted a PDF version of a business license application on its website in 2020. Members of the public still use that PDF to apply for a business license after the date the state has to comply with the rule. The exception would **not** apply to the application.
 - **Reminder:** If an exception does not apply to specific web content or content in mobile apps, that content needs to meet WCAG 2.1, Level AA, apart from the very limited situations discussed later in this guide.

Third parties are members of the public or others who are not controlled by or acting for state or local governments. Your state or local government may not be able to change the content third parties post.

- Content that is posted by third parties on your state or local government’s website or mobile app would not need to meet WCAG 2.1, Level AA.
 - **Example:** A message that a member of the public posts on a town’s online message board would fall under the exception.

 **This exception only applies to content posted by a third party. Content that is not posted by a third party, including the following, is not covered by the exception.**

1. Third-party content posted by the state or local government.

- **Example:** Many state or local governments post content on their websites that is developed by an outside technology company, like calendars, scheduling tools, maps, reservations systems, and payment systems. This content would **not** fall under the exception because it is posted by the state or local government.

2. Content posted by a state or local government’s contractor or vendor.

- **Example:** If a state or local government uses a company to design, manage, or update its website, the content the company posts for the government would **not** fall under the exception.

3. Tools and platforms that allow third parties to post content.

- **Example:** If the state or local government has a message board platform on its website, that platform would **not** fall under the exception because the message board was added to the website by the state or local government. However, the exception would apply to posts on that platform made by third parties who are not controlled by or acting for the government.

Reminder: If an exception does not apply to specific web content or content in mobile apps, that content needs to meet WCAG 2.1, Level AA, apart from the very limited situations discussed later in this guide.

activities.

- **Example:** If a person with a disability is a party to a state court case, and a third-party private law firm in the case submits documents to the state court's website, the court could provide effective communication to the person with a disability by quickly providing the documents to the person in a format that is accessible to them upon request.

4. Individualized documents that are password-protected

State and local governments sometimes use password-protected websites to share documents that are for specific individuals, like a water or tax bill. It might be hard to make all of these documents accessible right away for everyone, and there might not be a person with a disability who needs access to these documents.

- Your state or local government's documents that meet **all three** of the following points do not need to meet WCAG 2.1, Level AA:
 1. The documents are word processing, presentation, PDF, or spreadsheet files, **AND**
 2. The documents are about a specific person, property, or account, **AND**
 3. The documents are password-protected or otherwise secured.
- **Example:** A PDF version of a water bill for a person's home that is available in that person's secure account on a city's website would fall under the exception. However, the exception does not apply to the city's website itself.

 **The exception does not apply unless all three points are present. If any point is missing, the exception does not apply. Here are some examples related to a town water bill:**

- **Example:** If a person's water bill is made available for them to view on a password-protected website as HTML content, the exception would **not** apply because the content is not in one of the listed document formats.
- **Example:** If the water company posts a PDF document on a password-protected website about an upcoming rate increase for all customers, the exception would **not** apply



What the exception does not change

The ADA requires that your state or local government must provide individuals with disabilities with effective communication, reasonable modifications, and an equal opportunity to participate in or benefit from your state or local government's services, programs, and activities.

- **Example:** If a person with vision loss asks to access their personal and password-protected PDF town water bill, the town might provide effective communication to the person by giving them a large print version of the water bill, or a version of the water bill that meets some WCAG criteria, even though the PDF document would meet the exception.

5. Preexisting social media posts

For many state and local governments, making all of their past social media posts accessible may be impossible. There also may be very little value to making these old posts accessible because they were usually intended to provide updates about things happening at the time they were posted in the past.

For these reasons, your state or local government's social media posts made before the date your government must comply with this rule do not need to meet WCAG 2.1, Level AA.

- **Example:** This exception would apply to a 2017 social media post by a city's sanitation department announcing that trash collection would be delayed due to a snowstorm.



What the exception does not change

The ADA requires that your state or local government must provide individuals with disabilities with effective communication, reasonable modifications, and an equal opportunity to participate in or benefit from your state or local government's services, programs, and activities.

to make web content and content in mobile apps meet WCAG 2.1, Level AA:

Usually, yes. But there are some situations where meeting WCAG 2.1, Level AA is not required:

- Under the ADA rules, your state or local government does not need to take actions that would result in a fundamental alteration or an undue burden. This is also true when applying the requirements of the rule. Determining what a fundamental alteration or undue burden is differs from entity to entity and sometimes from one year to the next.
 - For more information about fundamental alteration and undue burden, see [the Department’s State and Local Governments page](#).
- You are also allowed to use designs, methods, or techniques as alternatives to WCAG 2.1, Level AA if you can prove the alternatives provide the same or more accessibility and usability.
- In very limited circumstances, there may be technical or legal limitations that prevent you from making your web content or content in mobile apps directly accessible. In those rare situations, which are discussed more below, your state or local government could provide a separate accessible version of the content that complies with WCAG 2.1, Level AA.

Other Information About Complying with Requirements for Web and Mobile App Accessibility

Use of Conforming Alternate Versions

- Sometimes a state or local government tries to have two versions of the same web content or content in a mobile app: one version that is not accessible and another version that is accessible and provides all the same information and features. The second version is called a “conforming alternate version.”

this only when there is a technical or legal limitation that prevents inaccessible web content or mobile apps from being made accessible.

What if an individual with a disability still cannot access web content and mobile apps that meet WCAG 2.1, Level AA?

Sometimes a person with a disability may not be able to access your web content or mobile apps even if they meet WCAG 2.1, Level AA. If this happens, you are not required to make more changes to your state or local government's web content or mobile apps that meet the technical requirement. However, your state or local government must still satisfy its other obligations under the ADA to provide individuals with disabilities with effective communication, reasonable modifications, and an equal opportunity to participate in or benefit from your government's services, programs, and activities. You must figure out on a case-by-case basis how best to meet the needs of the individual with a disability.

- **Example:** If a person's disability stops them from accessing a county's mobile app that meets WCAG 2.1, Level AA to buy tickets to the county's annual fair, the county needs to provide an alternative way for the person to purchase tickets.

Failing to Meet WCAG 2.1, Level AA in a Minor Way that Does Not Impact Access

In some limited situations, state and local governments may be able to show that their web content or mobile apps do not meet WCAG Version 2.1, Level AA in a way that is so minor that it would not change a person with a disability's access to the content or mobile app. If the state or local government can show that, then they are not violating the rule.

You cannot use this part of the rule to avoid trying to meet WCAG 2.1, Level AA.

If your web content fails to meet WCAG 2.1, Level AA, you would have to prove two things:

1. You would have to prove that the failure to meet WCAG 2.1, Level AA does not change what people with disabilities can use your web content or mobile apps to do. You must show that despite the failure, people with disabilities can access the same information, engage in the same interactions, conduct the same

more frustrating for someone with a disability to use your web content or mobile apps, and that they do not lose any privacy or independence because of the failure.

- **Example that violates the rule:** A state's online renewal form does not meet WCAG 2.1 Level AA. Because of that, a person with a manual dexterity disability may need to spend a lot more time to renew their professional license online than someone without a disability. This person might also need to get help from someone who does not have a disability, give personal information to someone else, or go through a much harder and more frustrating process than someone without a disability. Even if this person with a disability could ultimately renew their license online, the state would violate the rule.
- **Example that meets the rule:** A state's web page with information about a park has text with a color contrast ratio that is 4.45:1. WCAG 2.1, Level AA requires a color contrast ratio of 4.5:1 for this text. It can be hard for some people with vision disabilities to see text on a web page if there is not enough contrast between the color of the text and the background color. But that very small difference in color contrast ratio probably would not change whether most people with vision disabilities could read the text on the website and access the information about the park. If the state can prove the difference in color contrast is so small that it would not make it harder for people with disabilities to access the information about the park, the state would not violate the rule.

Planning for Success

Creating and maintaining accessible web content and mobile apps takes planning. Below are some practices that state and local governments can use to help plan for success. Starting these practices well before the date that you have to start complying with the requirements of the rule can help ensure the process goes as smoothly as possible.

Creating policies on how you will make sure that your web content and mobile apps are accessible

your needs are. For example, your government's policies might:

- Explain what your government's staff should do to make sure that the content they are posting is accessible.
- Identify a staff member to coordinate your government's efforts to comply with this rule and answer questions from other staff members about how to make content accessible.
- Describe how staff will regularly test your government's web content and mobile apps to make sure they are accessible. This may include working with people with disabilities to test the content.
- Explain the steps staff will take if a person with a disability asks them to make accessible content that falls under an exception to the rule.
 - For example, a policy might say that if a person who is deaf asks for a captioned version of a video that falls within the archived web content exception, the government will send the person a captioned video.
 - The policy might also discuss how your government will make sure that it responds quickly enough if the request for accessibility is urgent.

Creating processes for people to make accessibility requests and report accessibility issues

Sometimes, members of the public might need to get in touch with your government about accessibility issues. Your government can set up processes to make this easy for people to do. Some examples of processes include:

- Letting members of the public know, in prominent places on your website, how they can ask your government to make content accessible when the content falls within an exception to this rule.
- Providing an email address, accessible link, accessible web page, or other accessible way for people to let your government know if there are any accessibility issues with its web content or mobile apps.

Training your staff

Training may look different depending on the specific duties and responsibilities assigned to staff members. Some of examples of trainings might include:

- A training for a web developer that focuses on coding web pages that meet the requirements of WCAG 2.1, Level AA.
- A training for a public university professor that focuses on making sure that course materials meet the requirements of WCAG 2.1, Level AA.
- A training for a procurement staff member about how a local government plans to make sure it buys web content and mobile apps that meet the requirements of WCAG 2.1, Level AA.

W3C's website contains additional information about planning and managing accessibility for web content and mobile apps that you may find helpful when thinking about how to comply with this rule: <https://www.w3.org/WAI/planning-and-managing/>

ADA Information Resources

If you have questions about this rule or the ADA, you can call the [ADA Information Line](#).

You can also contact the [ADA National Network](#). The National Network includes ten regional centers that provide ADA technical assistance. One toll-free number connects you to the center in your region: 800-949-4232 (Voice and TTY).

The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or the Department's policies.

1. The official version of the rule is published in the Federal Register at 89 FR 31320 (April 24, 2024). [Back to text](#)
2. This guide was prepared as a "small entity compliance guide" under Section 212 of the Small Business Regulatory Enforcement Fairness Act of 1996. The guide is not a substitute for the rule. Only the rule itself provides complete and definitive information about its requirements. For all the details about the rule, please read the full [final rule](#). [Back to text](#)

RESOLUTION NO. 3168

**A RESOLUTION OF THE CITY OF ANACORTES CITY COUNCIL
ADOPTING THE 2024 AMERICAN WITH DISABILITIES ACT (ADA)
PUBLIC RIGHT-OF-WAY TRANSITION PLAN**

WHEREAS, the City of Anacortes is committed to removing barriers to accessibility in its public right-of-way; and

WHEREAS, the City of Anacortes has drafted an American with Disabilities Act (ADA) Self-Evaluation and Transition Plan for the public right-of-way; and

WHEREAS, the ADA Self-Evaluation and Transition Plan evaluated all intersection sidewalk ramps, crosswalk signal buttons and rapid flashing beacon buttons to evaluate their compliance with 2023 ADA standards; and

WHEREAS, the ADA Self-Evaluation and Transition Plan provides where and the cost of removing ADA barriers throughout the city.

NOW THEREFORE, BE IT RESOLVED, by the City Council of the City of Anacortes, Washington, that the 2024 Public Right-of-Way ADA Self Evaluation and Transition Plan is hereby adopted and attached as Attachment A.

**INTRODUCED, PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY
OF ANACORTES on this ____ day of _____, 20__.**

Matt Miller, Mayor

Approved as to form:

Attest:

Darcy Swetnam, WSBA #40530
City Attorney

Steven D. Hoglund, City Clerk Treasurer

Americans with Disabilities Act (ADA) Public Right-of-Way Transition Plan

City of Anacortes, WA

**Monday, October 14, 2024
6:00pm City Council Meeting**



Project Team

City Staff – Public Works Department

Sidney Neel, Public Works Administrator

Andy Rheaume, Public Works Director

Consultant Staff - Transportation Solutions, Inc.

Jennifer Salemann, Planner

Victor Salemann, Engineer

Agenda

- **REVIEW** 2024 Americans with Disabilities Act (ADA) Transition Plan for the Public Right-of-Way
- **REQUEST** adoption of the Plan by City Council.

What should an ADA Transition Plan do?

- Identify accessibility barriers
- Describe methods used to remove accessibility barriers
- Provide prioritization of barriers and provide a schedule of barrier removal
- Identify public official responsible to implement plan

Types of Barriers under Title II (Local & State Governments)

Programmatic Barriers

- Policies/Personnel/Procedures – **INCLUDED IN THIS PLAN**
- Public services, programs, and activities – **TO BE ADDRESSED IN FUTURE PLAN UPDATE**

Physical Barriers

- Curb ramps and pedestrian crossings (accessible pedestrian signals and rectangular rapid flashing beacons) – **INCLUDED IN THIS PLAN**
- Sidewalks, driveways, accessible parking, City buildings, parks, and paved shared-use trails **TO BE ADDRESSED IN FUTURE PLAN UPDATE**

Personnel/Policies/Procedures

Personnel:

- ADA/504 Coordinator (Public Works Administrator Sidney Neel)
- Official Responsible to Implement Plan (Public Works Director Andy Rheume)

Policies/Procedures:

- Public ADA Notice
- Accessible Pedestrian Signal (APS) Policy
- ADA Grievance Procedure

Public Right-of-Way Self-Evaluation Findings

PROW Facility Type	Compliant Facilities	Non-Compliant (Barriers)	Total Inventory
Curb Ramps *Total inventory includes some abandoned, other, and WSDOT curb ramps for informational purposes.	662	1272	*1974
Accessible Pedestrian Signals (APS)	12	62	74
Rectangular Rapid Flashing Beacons (RRFB)	0	46	46
Sidewalks, Driveways, Accessible Parking	Unknown	Unknown	Unknown

ADA Ramp Grading

Table C-5. City of Anacortes Curb Ramp Grading System

Grade	Ramp Width	Detectable Warning Surface	Material Condition	Compliance Status
A DARK GREEN	48" or greater	Truncated Dome Present in High Contrast Color	<u>Fair or Better Condition</u> Structurally compliant	Compliant
B+ LIGHT GREEN	>36" to <48"	Truncated Dome Present in High Contrast Color	<u>Fair or Better Condition</u> Limited or tight cracking, faulting (<1/4"), isolated spalling	Non-Compliant
B YELLOW	>36" to <48"	Exposed Aggregate Surface or Diamond Shape Stamp or Deteriorated Truncated Domes Present	<u>Poor Condition</u> Moderate cracking, faulting (1/4"-3/4"), moderate spalling	Non-Compliant
C ORANGE	36" or less	No detectable warning surface	<u>Very Poor Condition</u> Severe cracking, faulting (>3/4"), extensive spalling, no landing	Non-Compliant
D RED	A curb ramp is needed but does not exist at the location to access an existing sidewalk where it crosses a curb.			Non-Compliant

Figure C-4. Curb Ramps by Condition and Percentage Chart

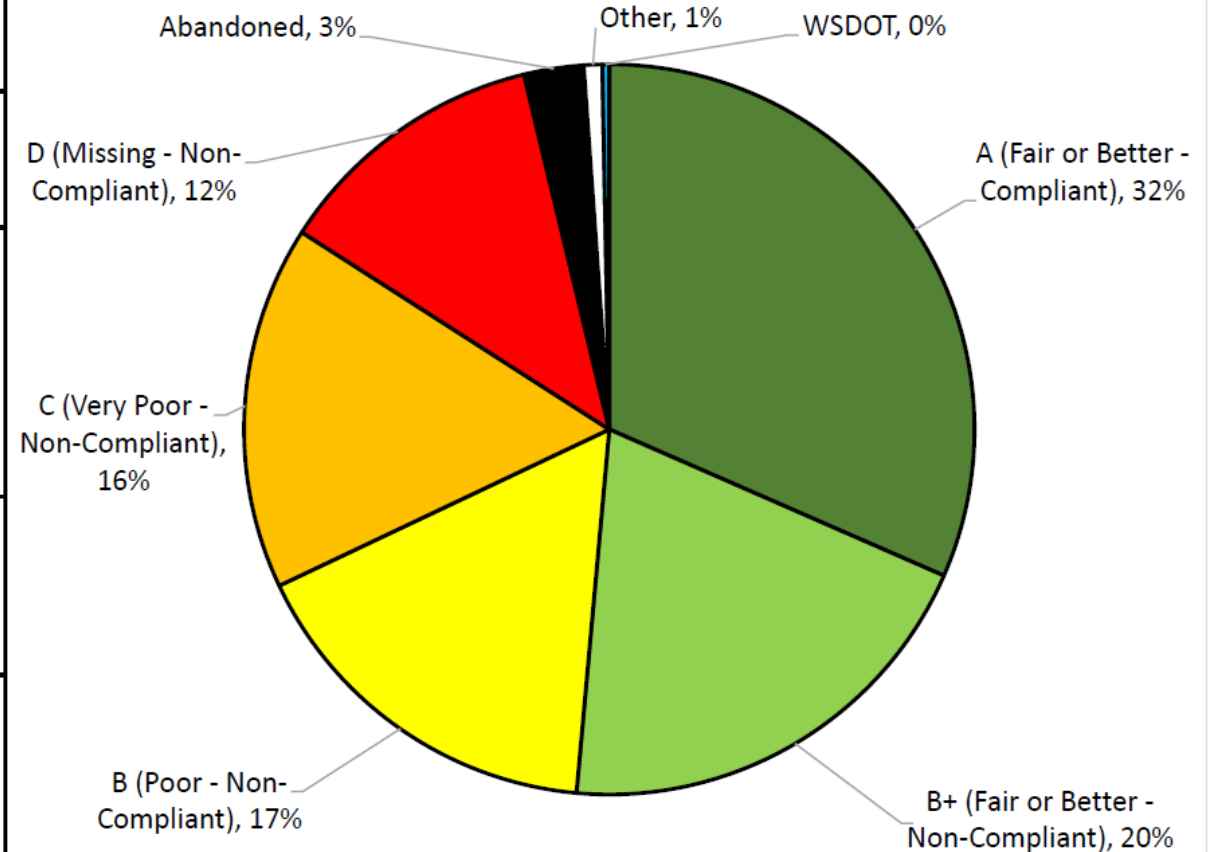
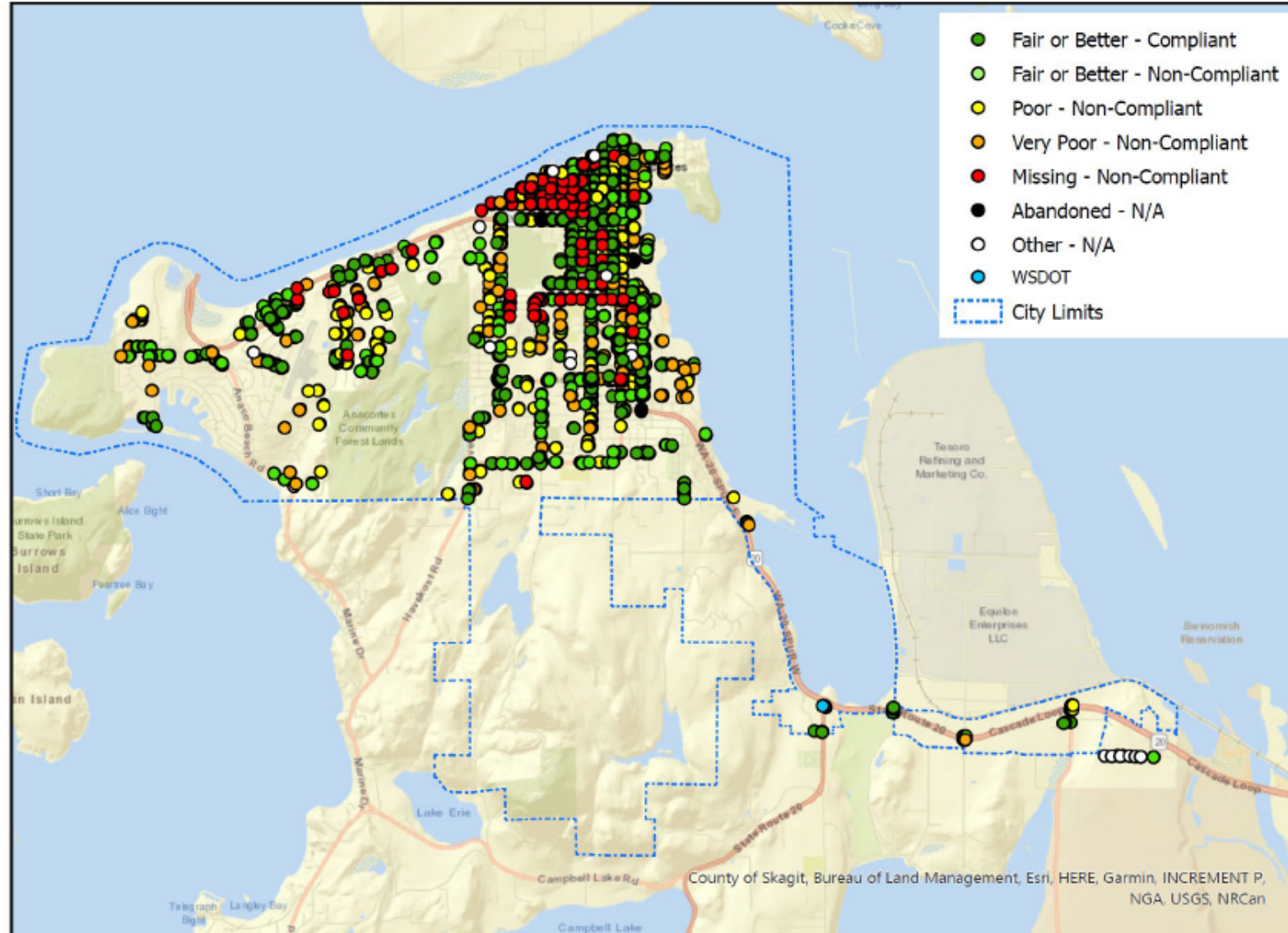


Figure C-5. 2024 City of Anacortes Curb Ramp Condition Map



How will the City prioritize barrier removal?

- **Respond to ADA Grievances**
- **City 6-Year Transportation Improvement Program**
 - South Commercial Avenue and other street/pedestrian improvement projects
 - ADA Ramps Program: **Barrier Buster Routes, Skagit Transit Routes, and Detectable Warning Surface (DWS) Only Candidates**
 - Annual Non-Motorized Transportation Improvement Program
 - Sidewalk and Trip Hazards Program

Figure C-6. Candidate Curb Ramps for TIP #15 ADA Ramps Program Within 100 Feet of Barrier Buster and Skagit Transit Routes

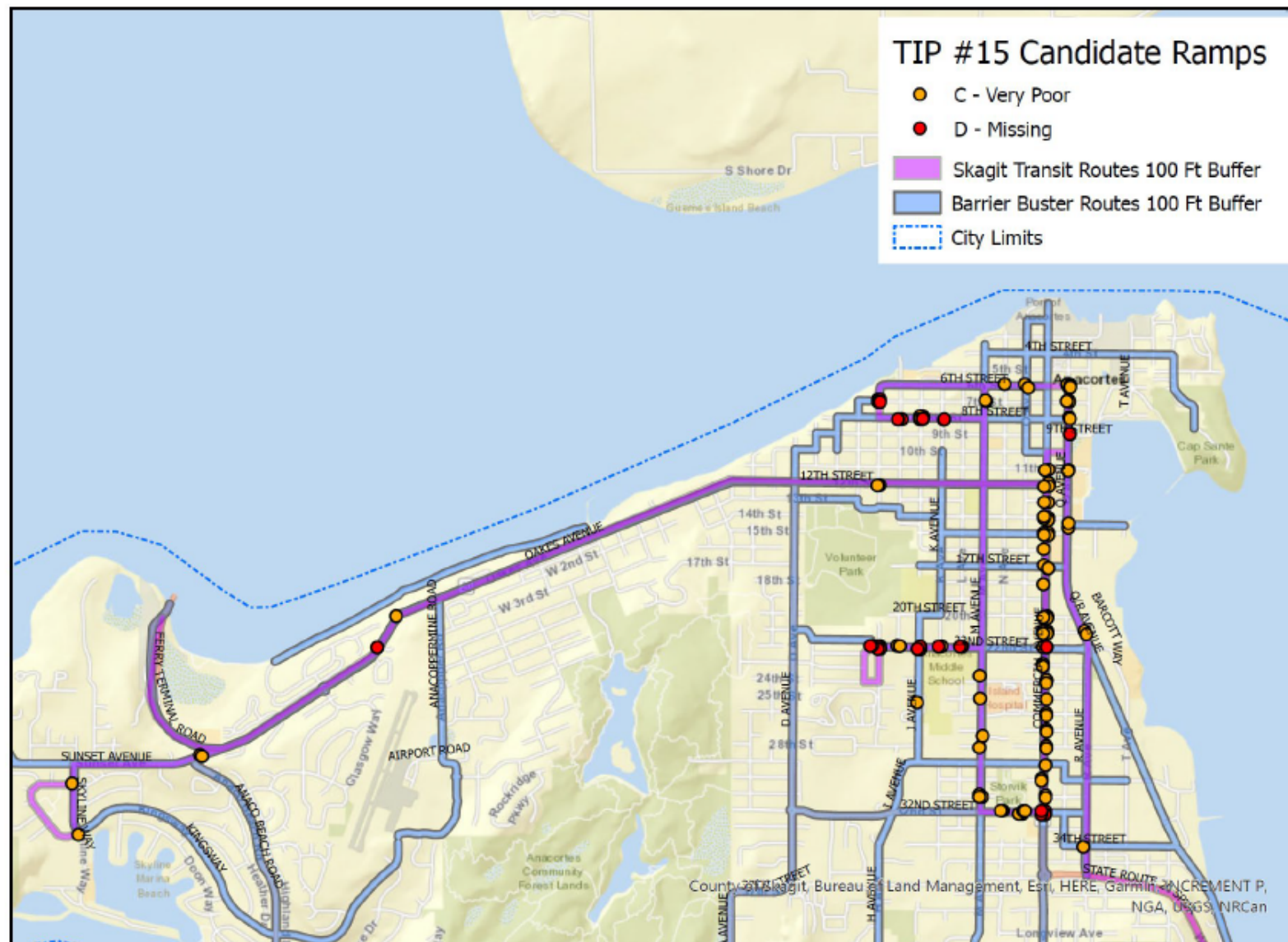
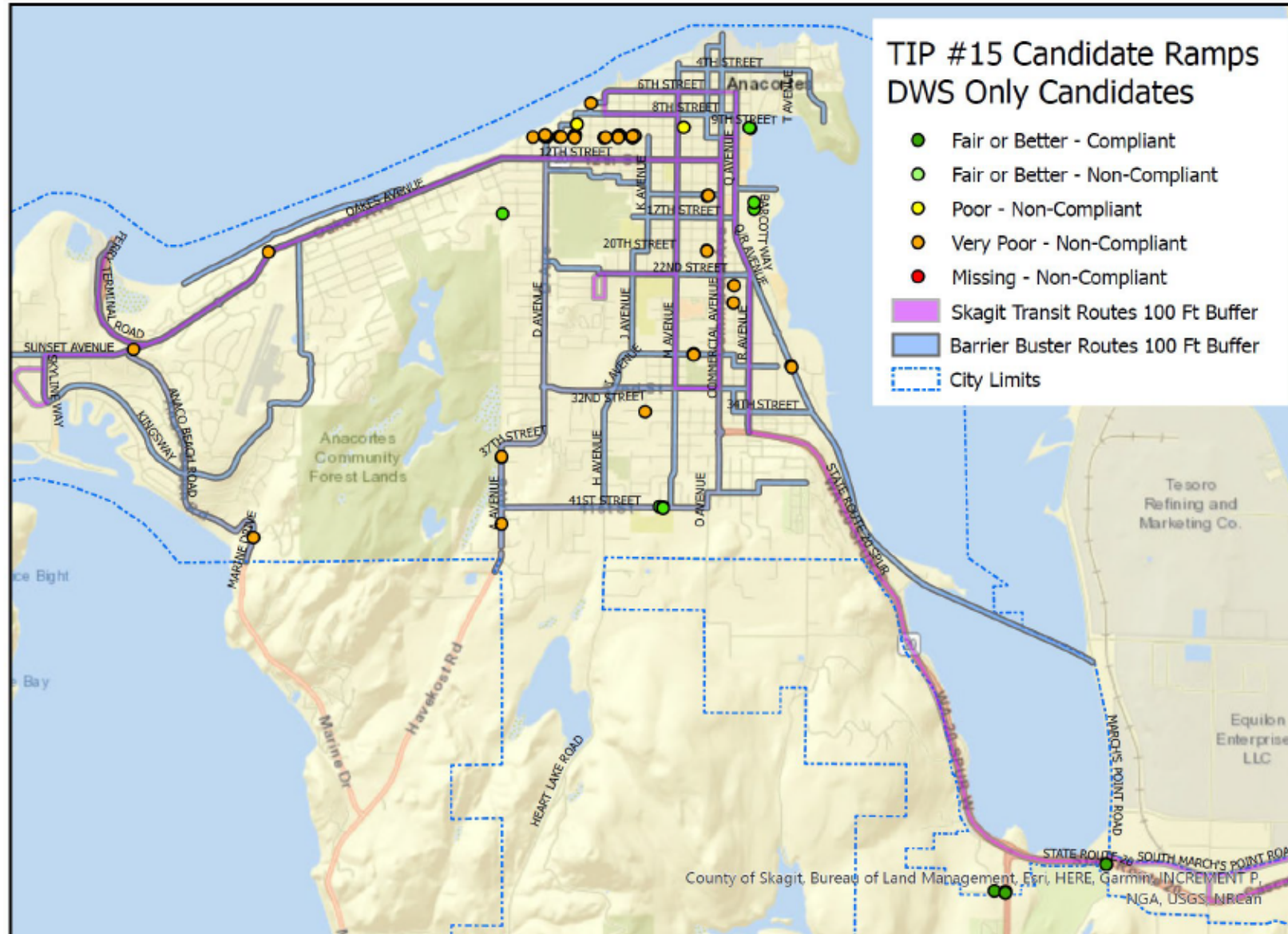


Figure C-7. DWS Only Candidate Curb Ramps for TIP #15 ADA Ramps Program



Barrier Removal Financial Plan

Barrier Type	Total Known Barriers	2025-2030 Barrier Removal	2031- Onward Barrier Removal
Curb Ramps 1272 x \$10,800 per curb ramp	\$13,737,600	(\$2,117,400)	\$11,620,200
APS 62 pushbuttons x \$5,000 per button	\$310,000	(\$170,000)	\$140,000
RRFB 46 pushbuttons x \$5,000 per button	\$230,000	(\$20,000)	\$210,000
Sidewalks, Driveways, Accessible Parking	Unknown	Unknown	Unknown
TOTAL	\$14,277,600	(\$2,307,400)	\$11,970,200

Barrier Removal Monitoring

- Annual Progress reports
- Five-Year Plan Update

Public Engagement Opportunities

- **Project webpage** promoted via City newsflash, social media, and direct stakeholder engagement:
<https://www.anacorteswa.gov/1621/2024-PROW-ADA-Project>
- **Map-enabled online survey** May 13 – June 15: 60 responses
- **Virtual ADA Workshop** on June 4: 1 attendee
(2006 Barrier Buster Committee member)
- **Draft Plan** for public comment August 20 – Sept 15: No comments

Council Feedback

- Questions?



City Council Agenda Bill

Meeting Date: October 14, **Agenda Item:** 7.b.
2024

Agenda Item Title: Contract Award: Water Booster Stations Generator Replacement Project – Generator Purchase #24-257-ERR-001

Staff Contact(s): Andrew Rheume, WIL LUDEMANN

<u>Approved for Submittal to Council by</u>	<u>Action Type</u>
Tiffany Matson	Contract Award
Andrew Rheume	

Item Summary: City staff seeks City Council consent to award a contract in the amount of \$193,317.94 to Cummins, Inc. for the purchase of two new generators to replace the ones at A Avenue and The Pointe water booster stations. The contract piggybacks on Sourcewell contract #[092222-CMM](#).

Background:

1. **History:** This contract is for the procurement of 2 generators to replace aged generators at water booster stations. The unit at the Pointe booster station is 26 years old, and the unit at the A Ave booster station is 27 years old. These are standard replacements and are funded by the replacement fund. New units will also be put into the replacement fund. The installation of these generators will need a contract next year. It is imperative to replace these in order to keep our water system functioning.
2. **Key Terms:**
 - Total contract price of \$193,317.94 which includes \$15,636.01 in sales tax.
 - Lead time: Submittals: Typical submittal lead time is 3 - 4 weeks after receipt of purchase order. Equipment: Current lead-time is 33 - 34 weeks on the gen & about 12 weeks on ATS & about 17 weeks on Dual Purpose Cabinet after submittal approval and release for production.
3. **Competitive Bidding:** The City has a cooperative purchasing agreement with Sourcewell and is procuring this purchase through contract 092222-CMM.

Budget Impact:

Vendor	Cummins, Inc.
Contract Amount	\$193,317.94
Earmarked Funds	Budget not approved yet but \$400k was placed in the operating budget from the replacement fund for this project.
BARS #	501.790.594.48.60
Budget Amendment Required?	No

Previous Action: N/A

Recommended Motion: I move that City Council authorize the Mayor to sign a contract 24-257-ERR-001 with Cummins, Inc. in the amount of \$193,317.94 for the purchase of two new generators for the A Ave & The Pointe Water Booster Stations.

Alternative Actions: Not approve the contract.

Attachments (listed in order presented):

1. 24-257-ERR-001



City of Anacortes
Accounts Payable
PO Box 547
Anacortes, WA 98221

PURCHASE ORDER 24-257-ERR-001
A AVE & THE POINTE WATER BOOSTER STATIONS GENERATOR REPLACEMENT PROJECT
GENERATOR PURCHASE

VENDOR: CUMMINS INC.
Will Jameson
1030 SW 34th Street
Renton, Washington 98057

Date: October 14, 2024

Contact: WiL Ludemann
Department: Public Works Department
Operations Manager
(360) 293-1921
ludemannw@cityofanacortes.org

Email: William.jameson@cummins.com
Phone: (971) 291-2228

LEAD TIME:

Submittals: Typical submittal lead time is 3 - 4 weeks after receipt of purchase order.

Equipment: Current lead-time is 33 - 34 weeks on the gen & about 12 weeks on ATS & about 17 weeks on Dual Purpose Cabinet after submittal approval and release for production.

Item	Qty	DESCRIPTION	U/M	Unit Price	Amount
1	1	New/Unused C100D6C Diesel Genset, 60Hz, 100kW as specified in Exhibit A to be delivered FOB Destination Freight Prepaid to the Anacortes Operations Facility, 2201A 37th, Anacortes, WA 98221	EA	\$82,204.68	\$82,204.68
2	1	New/Unused C150D6D, Diesel Genset, 60Hz, 150kW as specified in Exhibit A to be delivered FOB Destination Freight Prepaid to the Anacortes Operations Facility, 2201A 37th, Anacortes, WA 98221 This Work is subject to: - Exhibit A -Specifications - Exhibit B - Special Provisions - Exhibit C - Sourcewell Contract #092222-CMM The aforementioned Exhibits A, B, and C are hereby incorporated by reference and made a part hereof.	EA	\$95,477.25	\$95,477.25
Sum Total					\$177,681.93
Sales Tax @ 8.8%					\$15,636.01
Total Price					\$193,317.94

The parties acknowledge that there has been an opportunity to negotiate the terms and conditions of this Agreement and agree to each bind itself, its partners, successors, assigns, and legal representatives to the other party hereto, in respect of all covenants, agreements, and obligations contained in the Contract Documents. Each of the persons signing below on behalf of any party hereby represents and warrants that they are signing with full and complete authority to bind the party on whose behalf of whom they are signing, to each and every term of this Agreement.

CUMMINS INC.

CITY OF ANACORTES

Matt Miller, Mayor

Date

Date

Purchase Order #24-257-ERR-001

Exhibit A – Specifications

A. The Point Water Booster Station generator specifications:

Item	Description	Qty
1	Sourcewell Pricing per Contract # 092222-CMM	1
2	C100D6C Diesel Genset, 60Hz, 100kW U.S. EPA, Stationary Emergency Application C100D6C, Diesel Genset, 60Hz, 100kW Duty Rating - Standby Power (ESP) Emission Certification, EPA, Tier 3, NSPS CI Stationary Emergency Listing - UL 2200 Shutdown - Low Coolant Level NFPA 110 Type 10 Level 1 Capable IBC Seismic Certification Exciter/Regulator - Permanent Magnet Generator, 3 Phase Sensor Voltage - 120/208, 3 Phase, Wye, 4 Wire Alternator - 60Hz, 12L, 208/120V, 105C, 40C Ambient, Increased Motor Starting (IMS) Aluminum Sound Attenuated Level 2 Enclosure, with Exhaust System Enclosure Color - Green, Aluminum Enclosure - Wind Load 180 MPH, ASCE7-10 Skidbase - Housing Ready Fuel Tank - Regional, Dual Wall, Sub Base, 48 Hour Minimum High Fuel Level Alarm Panel Fuel Water Separator High Fuel Level Switch, 90% Low Fuel Level Switch, 40% Mechanical Fuel Gauge 5 Gallon Lockable Spill Containment Fuel Fill Box Fuel Tank Vent Extension Kit, 12ft External Vents, 1 Normal, 2 Emergency Valve - Fuel Tank, Over Fill Protection Valve, 95% Switch - Fuel Tank, Rupture Basin Control Mounting - Left Facing PowerCommand 2.3 Controller Gauge - Oil Pressure Analog Meters - AC Output Stop Switch - Emergency Signals - Auxiliary, 8 Inputs/8 Outputs Control Display Language - English	1

	Load Connection - Single Circuit Breaker, Location A, 70A - 250A, 3P, LSI, 600 Volts AC, 100%, UL Circuit Breaker or Terminal Box (Position B) - None Circuit Breaker or Terminal Box (Position C) - None Engine Governor - Electronic, Isochronous Engine Starter - 12 Volt DC Motor Engine Exhaust Connection - None Engine Air Cleaner - Normal Duty Battery Charging Alternator Battery Charger - 6 Amp, Regulated Engine Cooling - Radiator, High Ambient Air Temperature, Ship Fitted Extension - Coolant Drain Engine Coolant - 50% Antifreeze, 50% Water Mixture Coolant Heater Engine Oil Genset Warranty - 2 Years Base Literature - English Packing - Skid, Poly Bag Larger Battery Rack Extension - Oil Drain Green Sound Level 2 Intake Baffle - Ship Loose Ship Loose - Vent Kit A Fuel Tank, Extension Kit-1 Normal, 2 Emergency, 12ft Sound Level2 Baffle, Shipped Loose	1 1
3	(Ship Loose) PC Lon Gateway, Lon Modbus, Lon Modbus/TCP Gateway	1
4	(Ship Loose) Remote E-stop	1
5	ASCO 400A, 280V, 3-Pole, Type-1 Enclosure, 300 Series, Automatic Open Transition Transfer Switch	1
6	400A Dual Purpose - Trapped Key Isolation Breaker Connection Cabinet	1
7	Flatbed delivery, off-loading by others. no additional storage	1
8	Startup and System Testing, 2hr Load Bank Test, Building Transfer, Install Batteries, Set Trip on Breaker @150A, Training During Startup Visit	1
9	Battery Group 34	2

QUOTE TOTAL (without sales tax): **\$ 82,204.68**

B. A Avenue Water Booster Station generator specifications:

Item	Description	Qty
1	Sourcewell Pricing per Contract # 092222-CMM	1
2	C150D6D, Diesel Genset, 60Hz, 150kW U.S. EPA, Stationary Emergency Application C150D6D, Diesel Genset, 60Hz, 150kW Duty Rating - Standby Power (ESP) Emission Certification, EPA, Tier 3, NSPS CI Stationary Emergency Listing - UL 2200 NFPA 110 Type 10 Level 1 Capable IBC Seismic Certification Exciter/Regulator - Permanent Magnet Generator, 3 Phase Sensor Voltage - 277/480, 3 Phase, Wye, 4 Wire Alternator - 60Hz, 12L, 480/277V, 105C, 40C Ambient, Increased Motor Starting (IMS) Aluminum Sound Attenuated Level 2 Enclosure, with Exhaust System Enclosure Color - Green, Aluminum Enclosure - Wind Load 180 MPH, ASCE7-10 Skidbase - Housing Ready Fuel Tank - Regional, Dual Wall, Sub Base, 48 Hour Minimum High Fuel Level Alarm Panel Fuel Water Separator High Fuel Level Switch, 90% Low Fuel Level Switch, 40% Mechanical Fuel Gauge 5 Gallon Lockable Spill Containment Fuel Fill Box Fuel Tank Vent Extension Kit, 12ft External Vents, 1 Normal, 2 Emergency Valve - Fuel Tank, Over Fill Protection Valve, 95% Switch - Fuel Tank, Rupture Basin Control Mounting - Left Facing PowerCommand 2.3 Controller Gauge - Oil Pressure Meters - AC Output Analog (kVA) Stop Switch - Emergency Signals - Auxiliary, 8 Inputs/8 Outputs Control Display Language - English Load Connection - Single Circuit Breaker, Location A, 70A - 250A, 3P, LSI, 600 Volts AC, 100%, UL Circuit Breaker or Terminal Box (Position B) - None Circuit Breaker or Terminal Box (Position C) - None	1

	Bottom Entry, Right Engine Governor - Electronic, Isochronous Engine Starter - 12 Volt DC Motor Engine Air Cleaner - Normal Duty Battery Charging Alternator Battery Charger - 6 Amp, Regulated Engine Cooling - Radiator, High Ambient Air Temperature, Ship Fitted Shutdown - Low Coolant Level Extension - Coolant Drain Engine Coolant - 50% Antifreeze, 50% Water Mixture Coolant Heater Engine Oil Genset Warranty - 2 Years Base Literature - English Packing - Skid, Poly Bag Battery Rack Extension - Oil Drain Green Sound Level 2 Intake Baffle - Ship Loose Ship Loose - Vent Kit A KIT, ENCLOSURE (SL2 Duct) Kit, FUEL SYSTEM	1 1
3	(Ship Loose) PC Lon Gateway, Lon Modbus, Lon Modbus/TCP Gateway	1
4	(Ship Loose) Remote E-stop	1
5	ASCO 200A, 480V, 3-Pole, Type-1 Enclosure, 300 Series, Automatic Open Transition Transfer Switch	1
6	200A Dual Purpose - Trapped Key Isolation Breaker Connection Cabinet	1
7	Flatbed delivery, off-loading by others. no additional storage	1
8	Startup and System Testing, 2hr Load Bank Test, Building Transfer, Install Batteries, Set Trip on Breaker @225A, Training During Startup Visit	1
9	Battery Group 34	2

QUOTE TOTAL (without sales tax): **\$ 95,477.25**



**PURCHASE ORDER #24-257-ERR-001
SPECIAL PROVISIONS
EXHIBIT B**

1. **Sourcewell Contract #092222-CMM**. The work on this project shall be accomplished in accordance with the Sourcewell contract #092222-CMM between Sourcewell and Cummins Inc. All terms and conditions in contract #092222-CMM that apply to Sourcewell shall apply to the City of Anacortes.

2. **Order of Precedence**. In the event of a conflict between the terms and conditions of contract #092222-CMM and these Special Provisions, the order of precedence shall be (a) Special Provisions identified as Exhibit B to Purchase Order #24-257-ERR-001, (b) contract #092222-CMM between Sourcewell and Cummins Inc.

3. **Delivery**. Advance coordination of the work shall be made with the Project Manager WiL Ludemann, (360) 299-1515.

4. **Supplier Bears Risk**. The risk of loss or damage shall be borne by Supplier at all times until the Acceptance of the Goods or Services by City. Delivery of items specified by the Project Manager as the designated delivery point must be as Freight-On-Board (FOB) Destination, Freight Prepaid.

5. **Taxes**. The City will pay sales and use taxes imposed on goods or services acquired hereunder as required by law. The Supplier must pay all other taxes including, but not limited to: Business and Occupation Tax, taxes based on the Supplier's gross or net income, or personal property to which the City does not hold title. The City is exempt from Federal Excise Tax. Where applicable the City shall furnish a Federal Excise Tax Exemption certificate.

6. **Invoicing**. All invoices shall include: Company Name, Invoice Date, Due Date (30 days), Invoice Number, PO Number and Price, or Amended Price. Supplier shall allow 30 days for payment. Invoices may be sent by US mail to City of Anacortes, Accounts Payable, PO Box 547, Anacortes, WA 98221, or by email to accountspayable@anacorteswa.gov. Suppliers may complete a City furnished ACH/EFT form to receive electronic payments directly to their financial institution.

The City shall notify the Supplier within fifteen (15) calendar days from receipt of invoice if there are any objections or disputes with the invoice. The Supplier shall then resubmit a new invoice less the disputed amount and payment shall be made within 30 calendar days. Any disputed amounts may be submitted under the Disputes clause contained herein.

7. **Withholding Payment**. In the event the City determines that the Supplier has failed to perform any obligation under this PO within the times set forth in this PO, then the City may withhold from amounts otherwise due and payable to Supplier the amount determined by the City as necessary to cure the default, until the City Attorney determines that such failure to perform has been cured. Withholding under this clause shall not be deemed a breach entitling Supplier to terminate or damages, provided that the City promptly gives notice in writing to the Supplier of the nature of the default or failure to perform, and in no case more than 8 days after it determines to withhold amounts otherwise due. A determination of the City Attorney set forth in such notice to the Supplier of the action required and/or the amount required to cure any alleged failure to perform shall be deemed conclusive, except to the extent that the Supplier acts within the times and in strict accord with the provisions of the Disputes clause of this PO. The City may act in accordance with any determination of the City Attorney which has become conclusive under this clause, without prejudice to any other remedy under the PO, to take all or any of the following actions: (1) cure any failure or default, (2) to pay any amount so required to be paid and to charge the same to the account of the Supplier, (3) to set off any amount so paid or incurred from amounts due to become due the Supplier. In the event the Supplier obtains relief upon a claim under the Disputes clause, no penalty or damages shall accrue to Supplier by reason of good faith withholding by the City under this clause.

8. **Final Payment: Waiver of Claim**. The Supplier's acceptance of final payment shall constitute a waiver of claims, except those previously and properly made and identified by the Supplier as unsettled at the time request for final payment is made.

9. **Inspection**.
A. **Of the Work**

All materials furnished and work done shall be subject to inspection. The City Project Manager administering the PO shall at all times have access to the work wherever it is in progress or being performed, and the Supplier shall provide proper facilities for such access and inspection. Such inspection shall not relieve the Supplier of the responsibility of performing the work correctly, utilizing the best labor and materials in strict accordance with the Specifications of the PO. All material or work approved and later found to be defective shall be replaced without cost to the City.

B. Project Manager's Authority

The Project Manager shall have power to reject materials or workmanship which do not fulfill the requirements of these Specifications, but in case of dispute the Supplier may appeal to the City Attorney whose decision shall be final. The PO shall be carried out under the general control of the representative of the City administering the PO, who may exercise such control over the conduct of the work as may be necessary, in his or her opinion, to safeguard the interest of the City. The Supplier shall comply with any and all orders and instructions given by the representative of the particular Department administering the PO in accordance with the terms of the PO. Nothing herein contained, however, shall be taken to relieve the Supplier of their obligations or responsibilities under the PO.

10. **Defense and Indemnity Agreement.** The Supplier shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all third-party claims, injuries, damages, losses or suits including attorney fees, arising from the alleged negligence or willful misconduct of Supplier and result in damage to tangible property or persons, including bodily injury, disease, or death, except for injuries and damages caused by the sole negligence of the City.

11. Insurance Requirements

A. Insurance Term: The Supplier shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with products and materials supplied to the City.

B. No Limitation: The Supplier's maintenance of insurance as required by the Agreement shall not be construed to limit the liability of the Supplier to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

C. Minimum Scope of Insurance: The Supplier shall obtain insurance of the type and coverage described below:

Commercial General Liability insurance shall be at least as broad as Insurance Services Office (ISO) occurrence form CG 00 01 and shall cover products liability. **The City of Anacortes shall be named as an additional insured** under the Supplier's Commercial General Liability insurance policy using ISO Additional Insured-Vendors Endorsement CG 20 15 04 13 or a substitute endorsement providing at least as broad coverage.

D. Minimum Amounts of Insurance: The Supplier shall maintain the following insurance limits:

Commercial General Liability insurance shall be written with limits no less than \$2,000,000 each occurrence, \$2,000,000 general aggregate and a \$2,000,000 products liability aggregate limit.

E. Other Insurance Provision: The Supplier's Commercial General Liability insurance policy or policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Supplier's insurance and shall not contribute with it.

F. Acceptability of Insurers: Insurance is to be placed with insurers with a current A.M. Best rating of not less than A: VII.

G. Verification of Coverage: The Supplier shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Supplier before goods, materials or supplies will be accepted by the City.

H. Notice of Cancellation: The Supplier shall provide the City with written notice of any policy cancellation, within two business days of their receipt of such notice.

I. Failure to Maintain Insurance: Failure on the part of the Supplier to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five business days notice to the Supplier to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Supplier from the City.

J. City Full Availability of Supplier Limits: If the Supplier maintains higher insurance limits than the minimums shown above, the City shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Supplier, irrespective of whether such limits maintained by the Supplier are greater than those required by this contract or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by the Supplier.

12. **Standard Title VI / Non-Discrimination Assurances.** During the performance of this contract, the Consultant, for itself, its assignees, and successors in interest agrees to the clauses in "Appendix A" and "Appendix E" of the Standard Title VI Assurances (USDOT1050.2A), which are hereby incorporated by reference and made a part hereof.

13. **Supplier is an Independent Contractor.** The parties intend that an independent contractor relationship will be created by this PO. No agent, employee or representative of the Supplier shall be deemed to be an agent, employee or representative of the City for any purpose. Supplier shall be solely responsible for all acts of its agents, employees, representatives and subcontractors during the performance of this PO.

14. **Assistance Regarding Patent and Copyright Infringement.** In the event of any claim or suit against City on account of any alleged patent or copyright infringement arising out of the performance of this PO or out of the use of any material furnished or work or services performed hereunder, Supplier shall defend City against any such suit or claim and hold City harmless from any and all expenses, court costs, and attorney's fees in connection with such claim or suit.

15. **The City's Right to Terminate PO.**

A. **Termination for Default:** If the Supplier defaults by failing to perform any of the obligations of the PO or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Supplier in the U.S. mail, postage prepaid, terminate the PO, and at the City's option, obtain performance of the work elsewhere. If the PO is terminated for default, the Supplier shall not be entitled to receive any further payments under the PO until the Scope of Services under this PO has been fully performed. Any extra cost or damage to the City resulting from such default(s) shall be deducted from any money due or coming due to the Supplier. The Supplier shall bear any extra expenses incurred by the City in completing the work, including all increased costs for completing the work, and all damage sustained, or which may be sustained by the City by reason of such default. If a notice of termination for default has been issued and it is later determined for any reason that the Supplier was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the Termination for Public Convenience paragraph hereof.

B. **Termination for Public Convenience:** The City may terminate the PO in whole or in part whenever the City determines, in its sole discretion that such termination is in the best interests of the City. Whenever the PO is terminated in accordance with this paragraph, the Supplier shall be entitled to payment for actual work performed at unit PO prices for completed items of work through the date of termination. An equitable adjustment in the PO price for partially completed items of work will be made, but such adjustment shall not include provision for loss of anticipated profit on deleted or uncompleted work. Termination of this PO by the City at any time during the term, whether for default or convenience, shall not constitute a breach of PO by the City.

16. **Changes/Additional Work.** The City may engage Supplier to perform services in addition to those listed in this PO, and Supplier will be entitled to additional compensation for authorized additional services or materials. The City shall not be liable for additional compensation until and unless any and all additional work and compensation is approved in advance in writing and signed by both parties to this PO. If conditions are encountered which are not anticipated in the Scope of Services, the City understands that a revision to the Scope of Services and fees may be required. Provided, however, that nothing in this paragraph shall be interpreted to obligate the Supplier to render or the City to pay for services rendered in excess of the Scope of Services unless or until a modification to this PO is approved in writing by both parties.

17. **Non-waiver.** Waiver by the City of any provision of this PO or any time limitation provided for in this PO shall not constitute a waiver of any other provision.

18. **Covenant Against Contingent Fees.** The Supplier warrants that they have not employed or retained any company or person, other than a bona fide employee working solely for the Supplier, to solicit or secure this PO, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Supplier, any fee, commission, percentage, brokerage fee, gifts, or any other consideration contingent upon or resulting from the award of making of this PO. For breach or violation of this warranty, the City shall have the right to annul this PO without liability or, in its discretion to deduct from the PO price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

19. **Disputes**

A. **General:** Differences between the Supplier and the City, arising under and by virtue of this PO shall be brought to the attention of the City at the earliest possible time in order that such matters may be settled or other appropriate action promptly taken. The provisions of this Clause shall survive the expiration or termination of this PO.

B. **Notice of Potential Claims:** The Supplier shall not be entitled to additional compensation which otherwise may be payable, or to extension of time for (1) any act or failure to act by the City, or (2) the happening of any event or occurrence, unless the Supplier has given the City a written Notice of Potential Claim within 10 days of the commencement of the act, failure, or event giving rise to the claim, and before final payment by the City. The written Notice of Potential Claim shall set forth the reasons for which the Supplier believes additional compensation or extension of time is due, the nature of the cost involved, and insofar as possible, the amount of the potential claim. Supplier shall keep full and complete daily records of the Work performed, labor and all costs and additional time claimed to be additional.

B. Detailed Claim: The Supplier shall not be entitled to claim any such additional compensation, or extension of time, unless within 30 days of the accomplishment of the portion of the work from which the claim arose, and before final payment by the City, the Supplier has given the City a detailed written statement of each element of cost or other compensation requested and of all elements of additional time required, and copies of any supporting documents evidencing the amount or the extension of time claimed to be due.

D. Dispute Resolution: In the event of a dispute between the City and the Supplier arising out of this PO, or any obligation hereunder the dispute shall first be referred to the representatives designated by the City and the Supplier to have oversight over the administration of this PO. Said representatives shall meet within thirty (30) calendar days of receipt of detailed claim, and the parties shall make a good faith effort to achieve a resolution of the dispute. In the event the parties are unable to resolve the dispute under the procedure set forth above, then the parties hereby agree that the matter shall be referred to mediation. The parties shall mutually agree upon a mediator to assist them in resolving their differences. Any expenses incidental to mediation shall be borne equally by the parties. If either party is dissatisfied with the outcome of the mediation, that party may then pursue any available judicial remedies.

20. Force Majeure. Neither party shall be liable to the other or deemed in breach or default for any failure or delay in performance under this Agreement during the time and to the extent its performance is prevented by reasons of Force Majeure. For the purposes of this Agreement, Force Majeure means an occurrence that is beyond the reasonable control of and without fault or negligence of the party claiming force majeure and which, by exercise of due diligence of such party, could not have been prevented or overcome. Force Majeure shall include natural disasters, including fire, flood, earthquake, windstorm, avalanche, mudslide, and other similar events; acts of war or civil unrest when an emergency has been declared by appropriate governmental officials; acts of civil or military authority; freight embargoes; epidemics; pandemics; quarantine restrictions; labor strikes; boycotts; terrorist acts; riots; insurrections; explosions; and nuclear accidents. A party claiming suspension or termination of its obligations due to force majeure shall give the other party prompt written notice of the impediment and its effect on the ability to perform, with such notice to be provided no more than two (2) working days after the force majeure event or reasonable discovery of the event's impact on performance. Failure to provide such notice shall preclude recovery under this provision. Such delay shall cease as soon as practicable and written notification of same shall be provided. The time of completion shall be extended by Agreement modification for a period of time equal to the time that the results or effects of such delay prevented the delayed party from performing in accordance with this Agreement. Rights Reserved: The City reserves the right to cancel the Agreement and/or purchase materials, equipment or services from the best available source during the time of force majeure, and Supplier shall have no recourse against the City.

21. Governing Law. This PO shall be governed by and construed under the laws of the State of Washington. Any action brought under the PO or relating to the Project shall be brought in the Superior Court of the State of Washington in Skagit County Washington.

22. Compliance with Laws. The Supplier in the performance of this PO shall comply with all applicable Federal, State or local laws and ordinances, including regulations for licensing, certification and operation of facilities, programs and accreditation, and licensing of individuals, and any other standards or criteria as described in the PO to assure quality of services.

23. Severability. If any term or condition of this PO or the application thereof to any person(s) or circumstances is held invalid, such invalidity shall not affect other terms, conditions or applications which can be given effect without the invalid term, condition or application. To this end, the terms and conditions of this PO are declared severable.

24. Survival of PO Termination. The provisions of the following paragraphs and the liability of the Supplier for default during the term of the PO shall survive, notwithstanding the termination or invalidity of this PO for any reason: The City's Right to Terminate PO; Governing Law; Disputes; Defense & Indemnity.

25. Notices. All notices required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been given and received (a) when personally delivered, or delivered by same-day courier; or (b) on the third business day after mailing by registered or certified mail, postage prepaid, return receipt requested; or (c) upon delivery when sent by prepaid overnight express delivery service (e.g., FedEx, UPS); or (d) when sent by email and upon the receipt by the sending party of written confirmation by the receiving party; provided, however, that an automated email confirmation of delivery or read receipt shall not constitute such confirmation. Notices shall be sent to the following addresses:

CITY:
City of Anacortes
Tiffany Matson
904 6th Street
PO Box 547
Anacortes, WA 98221
contracts@anacorteswa.gov

SUPPLIER:
Cummins Inc.
Will Jameson
1030 SW 34th Street
Renton, Washington 98057
William.jameson@cummins.com

26. **Limitation of Liability.** NOTWITHSTANDING ANY OTHER PROVISION CONTAINED HEREIN, IN NO EVENT SHALL EITHER PARTY BE LIABLE TO THE OTHER FOR INDIRECT, INCIDENTAL, CONSEQUENTIAL, LIQUIDATED, SPECIAL, PUNITIVE, OR EXEMPLARY DAMAGES (INCLUDING, WITHOUT LIMITATION, DOWNTIME, LOSS OF DATA, DAMAGE TO GOODWILL, LOST PROFITS, REVENUES, OR SAVINGS) EVEN IF IT HAS BEEN ADVISED OF THEIR POSSIBLE EXISTENCE, EXCEPT THAT THE FOREGOING SHALL NOT RESTRICT A PARTY'S ABILITY TO RECOVER DIRECT DAMAGES FOR BREACH OF THIS AGREEMENT. With respect to any causes of action and/or claims raised against the Supplier by the City that are not covered by the insurance policies required hereunder, except any claims for indemnification under Section 10 above, Supplier's liability to the City shall not exceed an aggregate amount of two million (\$2,000,000.00). The limitations set forth in this Section 26 shall not apply to any claims for indemnification under Section 10 above.

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Washington State Department of Transportation, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Washington State Department of Transportation to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Washington State Department of Transportation, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Washington State Department of Transportation may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Washington State Department of Transportation may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).



City Council Agenda Bill

Meeting Date: October 14, **Agenda Item:** 7.c.
2024

Agenda Item Title: USEPA Lead and Copper Rule Revisions

Staff Contact(s): Andrew Rheume, Brent Christensen

Approved for Submittal to Council by **Action Type**

Andrew Rheume

Presentation

Andrew Rheume

Item Summary: The United States Environmental Protection Agency (USEPA) issued a revision to the original Lead and Copper Rule. One of the requirements is to notify customers in our retail service area that they have lead pipes or if we don't know if they have lead service pipes. In 1952, Ordinance 1090 amended AMC 13.20.110 to limit pipe material used in construction to iron or copper pipe. We have no known lead pipes within the city and 2,172 pipes that are made of unknown material. Prior to notifying the customers that we don't know what their pipe is made of, we wanted to present to city council and the community about the rule revisions.

Budget Impact:

None

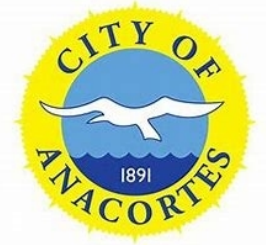
Previous Action: None

Recommended Motion: No motion requested

Alternative Actions:

Attachments (listed in order presented):

1. LCRR_Anacortes City Council Presentation_Draft (3)



Anacortes: Compliance with EPA's Lead and Copper Rule Revisions (LCRR)



Agenda

- 01** Introduction
- 02** Anacortes' Status
- 03** Anacortes Inspections Following Inventory
- 04** How to View the Inventory
- 05** Staying Informed
- 06** Questions



01 Introduction



Sources of Lead

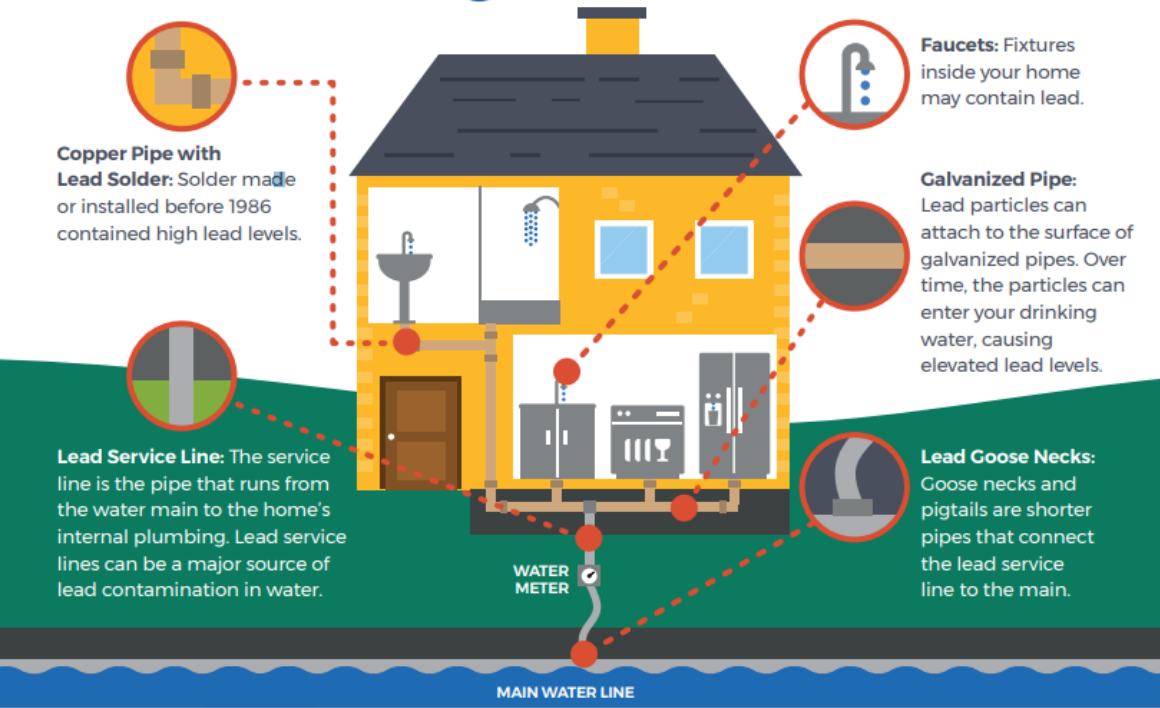
- Lead-based paint chips and dust in homes
(*Federal lead ban in 1986*)
- Lead-based paints banned in 1987
- Soil and yard around homes
- Imported candy
- Dissolved and particulate lead from plumbing
(*Federal lead ban in 1986*)
- Lead dust from industrial sources
- Hunting ammunition and fishing tackle
- Stained glass, dyes and glazes used in pottery
- Old children's toys
- Jewelry





CONCERNED ABOUT LEAD IN YOUR DRINKING WATER?

Sources of **LEAD** in Drinking Water



Reduce Your Exposure To Lead



Use only cold water for drinking, cooking and making baby formula. *Boiling water does not remove lead from water.*



Regularly clean your faucet's screen (also known as an aerator).



Consider using a water filter certified to remove lead and know when it's time to replace the filter.



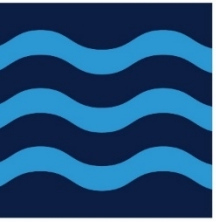
Before drinking, flush your pipes by running your tap, taking a shower, doing laundry or a load of dishes.

To find out for certain if you have lead in drinking water, **have your water tested.**

Potential Sources of Lead in Drinking Water

- Lead service lines (when present, are a significant source of lead in drinking water)
- Copper pipes with lead solder
- Galvanized pipes – lead can attach to surface
- Lead connectors, goosenecks, and pigtails
- Faucets/fixtures in homes may contain lead
- Lead can enter drinking water when pipes corrode
- Lead can be dissolved and/or particulate.





Health Impact of Lead

There is no safe level of lead

Young children, infants, and fetuses

- Vulnerable at lower exposure
- Learning and behavior problems, lower IQ
- Slowed growth and development
- Hearing and speech problems

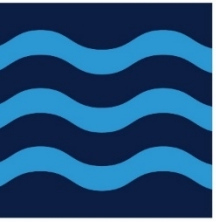
Pregnant women

- Lead can be passed to a fetus during pregnancy
- Risks include reduced growth and premature birth

Adults

- Cardiovascular effects – increased blood pressure
- Decreased kidney function
- Reproductive problems in men and women





LCRR and LCRI Overview

- The Lead and Copper Rule (LCR) was first published by the Environmental Protection Agency (EPA) in 1991 and has since undergone smaller revisions
- In December 2021, the Lead and Copper Rule Revision (LCRR) was finalized
- The Lead and Copper Rule Improvements (LCRI) will strengthen the LCRR requirements further and are expected to take effect in Fall 2024





1 Identifying the areas most impacted



2 Strengthening drinking water treatment requirements



3 Replacing lead service lines



4 Increasing sampling reliability



5 Improving risk communication



6 Protecting children in schools and childcare facilities



Inventory

LCRR Requirements

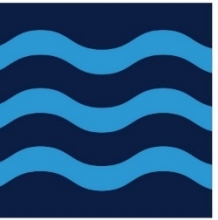
Public lead service line inventories (LSLs)

- Must be completed **by October 16, 2024**
- Must be **updated annually**
- Options include lists, tables, or maps with location

Unknown pipe materials treated as **lead**

- Incentive for additional information collection
- Counted as lead for establishing replacement rates and public outreach





Inventory

The inventory shows the materials of water service lines for utility owned and private (customer) owned sides

Lead:

Service Lines constructed of lead materials.

Unknown:

Service lines that are unidentified materials.

Galvanized Requiring Replacement:

Galvanized service lines that are or were downstream of an LSL.

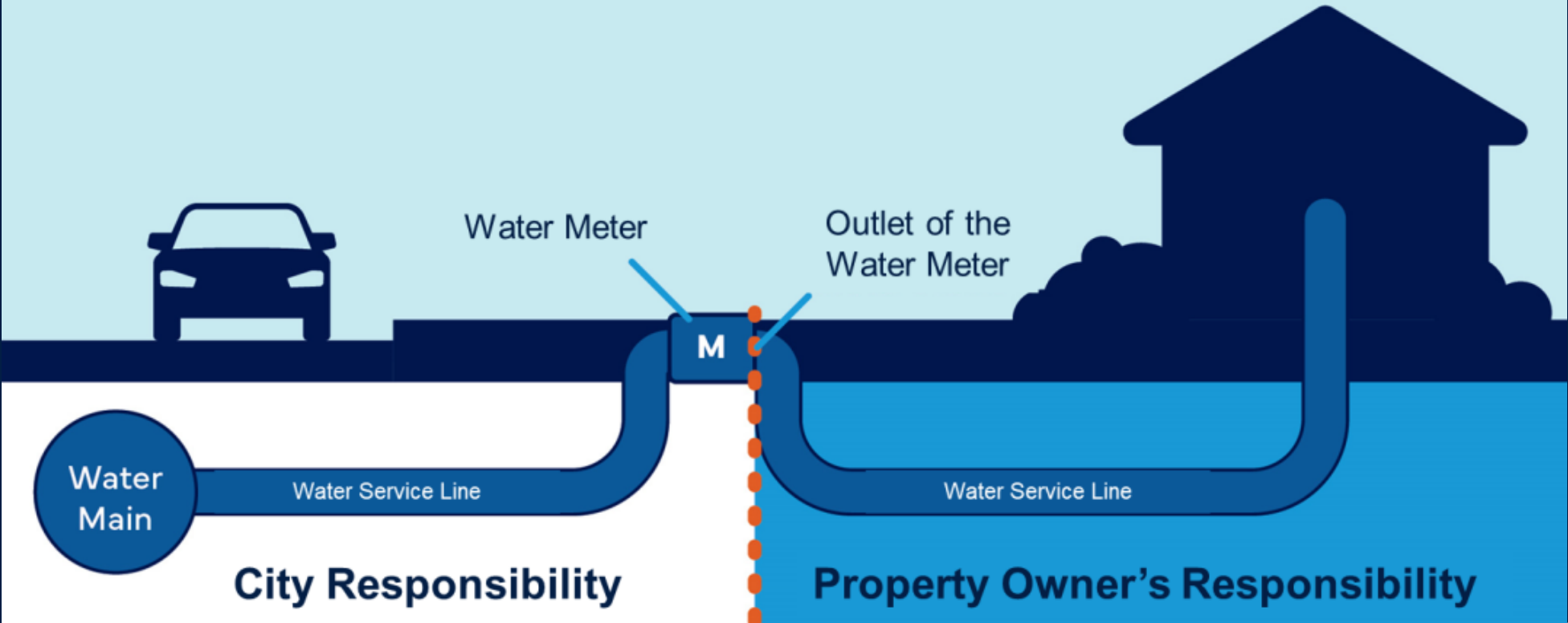
Non-Lead:

Service lines made of materials such as plastic and copper.



02 Anacortes' Status

Inventory Data



Service Line Material	Anacortes Service Side	Property Owner's Side
Unknown	320	1,852
Lead	0	0
Galvanized	0	0
Non-Lead	12,836	11,304



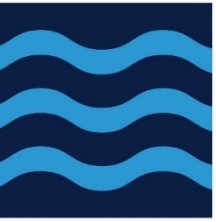
03 Anacortes' Inspections Following Inventory

Anacortes Inspections Following the Inventory

- Based on inventory records, Anacortes to send public notifications to customers
- Anacortes will provide water sampling to customers if needed

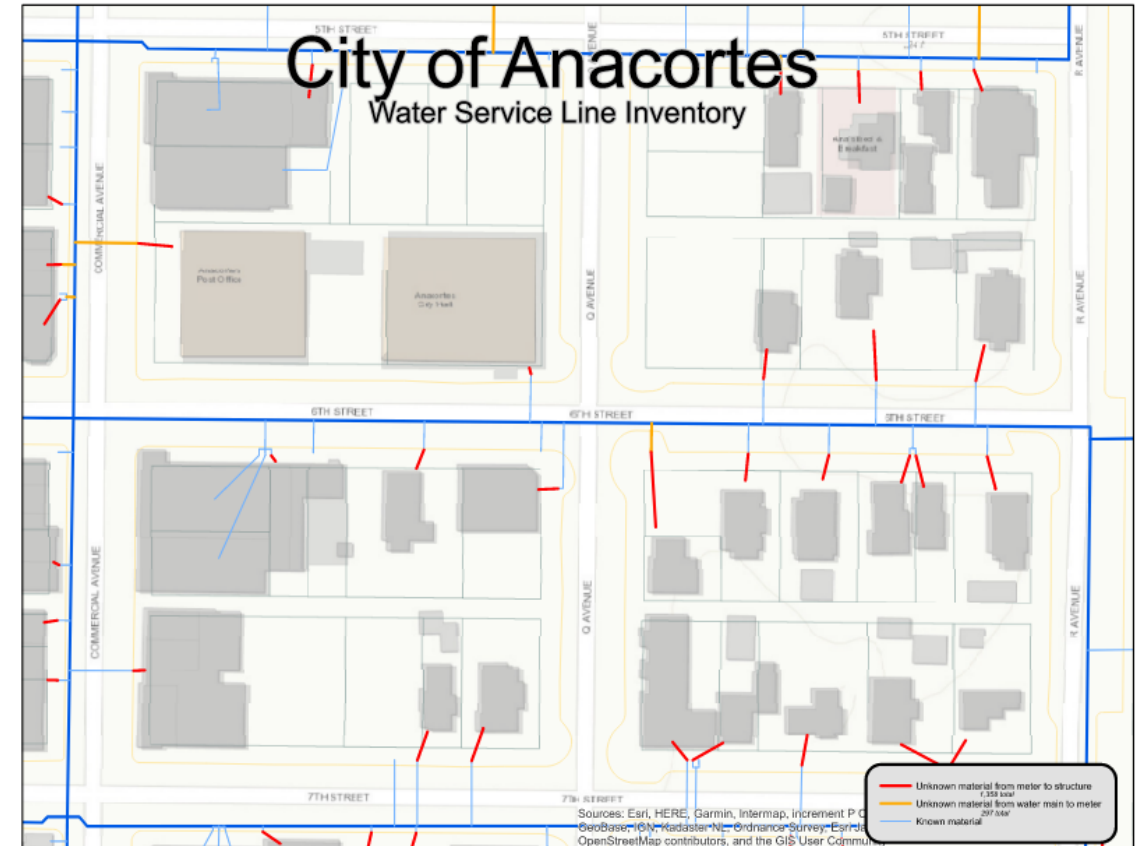


04 Viewing the Inventory



Inventory Status and Public Facing Map

- Anacortes maintains a webpage that provides customers with lead-related information
- Customers can search by address, which are displayed as either Lead, Non-Lead, or Unknown by color-coded symbols
- The inventory map shows the designation of the utility-owned service line construction dates





05 Staying Informed



Staying Informed

- Inventory will be available on Anacortes webpage
- Learn more about the EPA regulations at <https://www.epa.gov/ground-water-and-drinking-water/revised-lead-and-copper-rule>





Help us look for something that's missing...

Notification

- Postcards to 1,800 “Unknowns” addresses

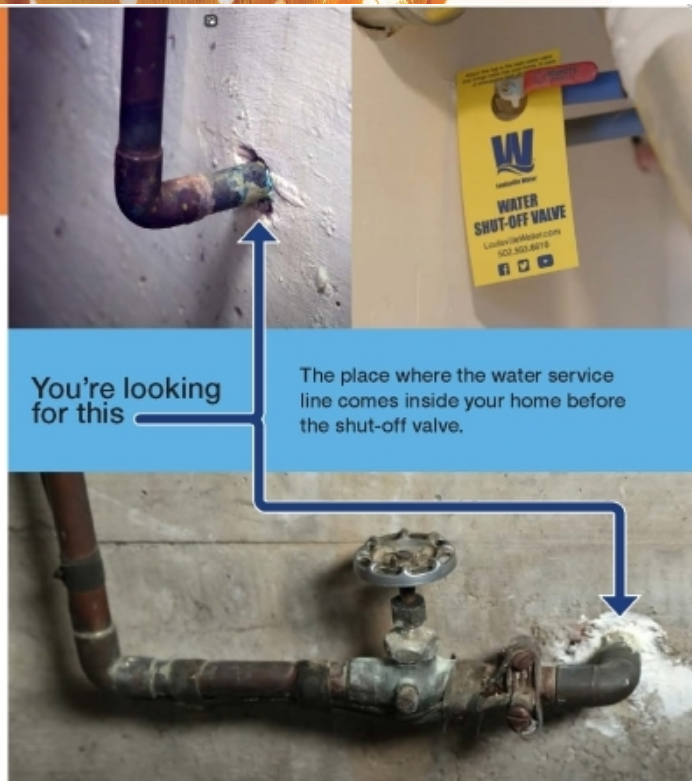
What's missing?

We don't know your water service line material.

Why does this matter? We want to make sure the material is not lead or galvanized steel.

Louisville's drinking water does not contain lead when it leaves our treatment plants. The risk for lead to enter the drinking water comes from corrosion of plumbing materials made with lead. Because our inventory doesn't show the material of your service line, we're required to notify you that it is “unknown” material.

We need your help to identify the material and if your service line is lead or galvanized, **Louisville Water will pay to replace the service line for FREE!** Older homes (those typically built before 1950) may still have a lead or galvanized service line. We want to replace those lines and protect the water quality.



You're looking for this

The place where the water service line comes inside your home before the shut-off valve.

3 EASY STEPS TO GET STARTED

- 1 Scan the QR code below or go to LouisvilleWater.com/inventory
- 2 Have your Louisville Water account number
- 3 Follow the instructions to find and identify your water service line material



Louisville Water
Lead Project

502-569-0898

leadproject@LouisvilleWater.com

Protecting Water Quality is Priority #1

Louisville Water produces high-quality drinking water, and we want the water inside your home to be just as good as the water that leaves our treatment plants.

Here is important information about lead from the EPA:

Lead is a serious issue. Exposure to lead in drinking water can cause serious health effects in all age groups. Infants and children can have decreases in IQ and attention span. Lead exposure can lead to new learning and behavior problems or exacerbate existing learning and behavior problems. The children of women who are exposed to lead before or during pregnancy can have increased risk of these adverse health effects. Adults can have increased risks of heart disease, high blood pressure, kidney or nervous system problems.

Steps you can take to reduce exposure to lead that could be in drinking water:

- After water has not been used for more than six hours, run cold-water for a minimum of 5 minutes at the maximum flow.
- Allow the cold-water line to run for a minimum of 5 minutes before using the water for cooking or drinking.
- Use cold tap water for cooking, drinking, or preparing baby formula. (Lead dissolves more easily in hot water.)
- Boiling water does not reduce lead levels — in fact, it may make lead levels more concentrated.

Next Steps

- Press release drafted **by October 9**
- Post inventory to website **by October 16, 2024**
- Prepare and distribute FAQs to frontline city staff **by October 16**
- Mail postcards to 1,800 unknown customers **by October 21**
- Follow up with non-responsive with door-to-door outreach (doorhangers) **by November 16**





06 Discussion