ANACORTES PLANNING COMMISSION

JANUARY 27, 2016

Municipal Building Council Chambers

6th Street and "Q" Avenue

AGENDA

6 P.M.

1. **Roll Call**

2. **Minutes of January 20, 2016**

3. **Correspondence**

4. **Old Business**
   No Old Business

5. **New Business**
   a. **Public Hearing:** 2016 Comp Plan Update - Transportation – Discussion/Possible Action

If reasonable accommodation of a disability is needed please contact Cherri Kahns at 299-1950 at least 48 hours prior to this meeting.

Draft - Planning Commission Meeting
Minutes for – January 13, 2016

Chair Laumbattus called the meeting of January 13, 2016 to order at approximately 6 p.m.

Roll Call
Members Present: Commissioners Laumbattus, Oppel, McNett, Farnsworth, and Cleland-McGrath. Absent: Pollard and Hansen

Minutes
There were no minutes presented

Correspondence

There was no correspondence.

Old Business

There was no old business.

New Business

Public Hearing: Anacortes High School Replacement & Renovation CUP-2015-0006 – Discussion

Mr. Kevin Cricchio introduced the conditional use permit (CUP) & SEPA environmental review to permit a two (2) phase replacement and modernization of the Anacortes High School and associated wetland buffer impacts. Additionally, the applicant has requested a variance to exceed the maximum height requirement permitted in the underlying zone.

Mr. Cricchio explained that the project consists of replacement of approximately 65% of the existing 154,956 square foot Anacortes High School and modernization of the remaining 35% The existing gym/PE facility and Brodniak Theater will be modernized (approximately 55,000 square feet) and Rice Field will be upgraded to include new turf, a 1,500 seat partially covered stadium, and associated support facilities such as lighting, crew buildings and parking/driveway areas. Additionally, the rest of the high school (approximately 100,000 square feet) will be demolished and replaced with a new two-story building for a grand total of approximately 170,000 square feet. Associated site improvements include expanded vehicular parking, onsite bus loading/unloading areas, stormwater facilities and utility relocation. Lastly, Mr. Cricchio pointed out that since the packets were prepared additional comments were submitted and have been provided to the Commissioners, which include a revised summary from the project architect and a revised site plan. There were two letters submitted from neighbors and a comment from Chief Bowers.

Mr. Steve Lange, City of Anacortes, Project Manager, explained that Public Works completed their review of this project and they will be looking at pre-development and post-development runoff rates to determine storm water detention requirements. Mr. Lange referred to the findings of fact No. 18 L3, and explained the public works and the school district are looking at creating pedestrian safety enhancements as part of this project.

Dr. Mark Wenzel, Superintendent, Anacortes School District, presented their conditional use application for the Anacortes High School Replacement and Modernization project. Dr. Wenzel explained that this application represents the culmination of many years' worth of work. Dr. Wenzel described the need for a greatly improved high school was based on the district's comprehensive study and survey completed in 2014-15. He explained that this is the district's six-year capital facilities plan, which was supported by a 30-member facilities committee. The plan outlines the condition of all district facilities, with specific system-level detail and ratings for every school. In closing, Dr. Wenzel described the elements focused on during the design process such as quality learning environments, school identity/center of community, durability/sustainability, flexible environment, safety and security.

Mr. Marc Estvold, Project Manager, 3302 Oakes Avenue, pointed out how impressed he has been with the community involvement in the process. Mr. Estvold described the process for determining wetland mitigation for the site. He pointed out that approximately 30,000 square feet of buffer enhancement will be done as part of this proposed project. Mr. Estvold mentioned that soil tests and a traffic study were also completed. The applicant will continue to work with city staff on traffic routing, calming and pedestrian and bicycle connectivity and safety.

Mr. Kevin Oremus with Hutteball & Oremus Architecture, gave an overview of the project, which will include demolition and replacement of 65% of the existing high school. The remaining 35% consists of the gymnasium/PE portion of the building and the Brodniak Theater, which is to be fully modernized. Mr. Oremus explained that the project will be constructed in phases to allow continued operation of the high school. Next, Mr. Oremus explained that the main site plan, goals and objectives of this project is to improve safety and security, provide clear definition of auto, bus and pedestrian circulation on and around the site, incorporate public open space into the design, accommodate connectivity, and implement low impact development strategies and sustainable design in a comprehensive manner throughout the project.

Mr. Oremus then highlighted some of the proposed changes on the updated site plan. These changes include improving existing emergency access and creating safer pedestrian routes to Rice Field. He explained that the upper field used for soccer and football will be relocated to the Rice Field area. The Field will be replaced with an artificial turf, the track will be resurfaced and LED field lights will be installed and controlled so that they do not overflow into neighboring homes. Mr. Oremus explained that the Cap Sante alternative high school will be built on the southwest corner of 20th Street following the demolition of the current high school building. He also pointed out that the applicant proposes to construct a rain garden to help with water quality.

Mr. Oremus discussed the Plaza area of the plan, which is one of the main components of the campus. It is meant to be a public open space full of pedestrian lights, benches, both formal and informal gathering place for outdoor learning as well as public use. It will connect all of the

activities in the north and south end of the property. Mr. Oremus concluded by showing what materials will be used in construction and the overall conceptual drawing of the high school.

Chair Laumbattus express concern regarding eliminating the route about at the 17th street access.

Chief Bonnie Bowers, speaking on behalf the Anacortes Police Department, explained that police, fire, and emergency medical services have been involved in various phases of the planning of this project from the beginning, including but not limited to, the site selection, building and ground design and communication systems within the building. Chief Bowers complimented the District's awareness for safety by eliminating access points during school hours. In addition, their plan will enhance the radio communications for both police and fire inside the building, as well as allow for some off site law enforcement surveillance in the event of a school emergency. She also spoke to the District's enthusiasm to mitigate traffic flow and enhance pedestrian safety in the surrounding neighborhoods. Lastly, Chief Bowers mentioned the student parking plan that would reduce congestion from 17th to 20th Street.

With that, the Chair opened the public hearing to take testimony. Ms. Elaine Olsen, 1413 19th Street, expressed her concern regarding increased traffic with the proposed access onto 19th Street, which goes in front of her home. Mr. Carl Yost, School Board Member, explained that the board spent countless hours working to frame this project, from a community and cost perspective and a long term commitment to education of students. There were no further comments from the audience; the Chair then continued the public hearing until January 20, 2016.

Public Hearing: 2016 Comprehensive Plan Update – Environment & Conservation, Land Use and Housing - Discussion

Ms. Libby Grage, Planning Manager, introduced the 2016 Comp Plan updates for Land Use Housing & Environment & Conservation sections of the comp plan. She gave a summary of the comprehensive plan update process. The goal for tonight is to take public comment on the two issues at hand so with that the Chair, opened the hearing to take public testimony regarding the Environment & Conservation portion of the comp plan.

Ms. Brenda Lavender, 210 Mansfield Court, Secretary for Evergreen Islands, stated that she will submit her comments in writing to Ms. Libby Grage, after the hearing. Ms. Lavender's overall concerns are relative to the language in the comp plan not being as decisive as it should be. She feels there are too many loop holes that may hinder enforcement of the comp regulations. Mr. Tom Glade, 210 Mansfield Court, representing Evergreen Islands, suggested that additional wording be added to Policy EC 13 to read, "Develop a strategy to reduce the amount of non-recyclable plastics from entering the stream and to eliminate plastics from contaminating our bays, seas and oceans." There were no further comments from the audience so the Chair moved on to take comments regarding the Land Use and Housing section of the comp plan.

Ms. Libby Grage summarized the land use element of the comp plan. She reported that this section addresses the following topics: land use pattern, land use designations, a future land

use map, community design, historic preservation, resource protection, community gathering space, residential uses, specific goals for downtown and south Commercial Avenue and also Fidalgo Bay and Guemes Channel as well as the Industrial Manufacturing areas. It also has goals and policies related to healthy communities, growth management and regional coordination on growth issues and some discussion of sub area plans. Ms. Grage went on to list some of the goals & policies, which includes accommodating growth while respecting and strengthening community character and identity, encouraging resource protection and sustainable design, maintaining and developing community gathering spaces and good connections between locations. Enhancing the character and economic vitality of Anacortes, especially the south Commercial corridor, downtown and the Fidalgo bay waterfront and capitalizing on the maritime industries and promoting active use industrial lands.

Ms. Grage then presented a zoning map that shows various areas where changes are proposed to the land use designation to either accommodate growth or achieve other various community goals such as affordable housing, vibrant downtown or a more attractive Commercial Avenue.

The Chair then opened the hearing to take public testimony.

Ms. Arlene French, 1411 8th Street, emphasized the importance for maintaining the "Old Town Overlay" zoning requirements as part of the new comp plan. Ms. Mary Brennen, 2018 5th Street, spoke in support of the rezone from Light Manufacturing (LM) to Residential Medium Density (R3). She also made the Commissioners aware of the letter that was submitted to Don Measamer in regards to the rezone.

Mr. Hal Rooks, 1219 10th Street, spoke against reducing lot sizes throughout the City. He supports maintaining the "Old Town Overlay" zone. Ms. Marilyn Wells Derig, 1302 "K Avenue, submitted a letter to the Commissioners and spoke in support of Policy LU 1.5 of the Comp Plan. Mr. Bob Fritz, the Chief Medical Officer at Island Hospital, expressed his support of the proposed medical overlay zoning between 24th & 26th Street on Commercial Avenue. He discussed the importance for Island Hospital to be able to expand to be a vital medical instrument for the community in the future.

Ms. Mary Lou Childs, 5401 Doon Way, spoke to the importance of providing affordable housing within the City by allowing accessory dwelling units although not enforcing the current parking requirements. Mr. Robert Scarsathafa, 3916 West 3rd Street, spoke against the proposed medical overlay proposed by the hospital. He stated that this area should remain retail zoned.

Ms. Ellen Gatten, 4520 Cutter Drive, recommended that her property and property adjoining should be rezoned the "Ship Harbor Residential Zone," and comply with the R2 Residential Low Density zoning requirements. She would also like to see San Juan Passage serve as a model for any future development. Ms. Gatten feels limiting the number of lots that can be built on and creating more open space will protect the shoreline and habitat. Mr. Vern Lawrence, 2219 32nd Street, thanked staff for all of their hard work on the 2016 Comp Plan. He spoke to creating land use regulations that will allow the City to accommodate the future growth projections. Mr. Lawrence also commented on the environmental safety of the refinery. Ms. Cynthia Richardson, 315 "V" Avenue, member of the community advisory committee for the comp plan, expressed her appreciation of all the work that the staff and consultants have done to compile

all the information for the 2016 comp plan. Ms. Richardson explained the difficultly in knowing what the future holds, how many families or individuals will be moving to Anacortes and what industry will actually come to the City. In closing, Ms. Richardson stated that the process allows the city to see ways that we can accommodate future populations without making major changes to our City and not impacting one area more than another.

Ms. Beverly Hagg, 1406 Portalis Court, spoke against changing the zone for Ship Harbor from commercial marine to residential medium density (R3), which would allow a minimum 4,500 square foot lots. She also expressed concern regarding increased traffic on Oakes Avenue if smaller lots are allowed.

During a brief discussion with Commissioners, Mr. Farnsworth spoke in support of the new R3 zoning regulations and old town overlay.

Housing Element – 2016 Comprehensive Plan

Ms. Libby Grage, Planning Manager, introduced the housing element, which include housing supply and variety, neighborhood character, housing affordability, special needs housing (senior housing), regional collaboration in meeting affordable housing targets and also monitoring. She pointed out that highlights of the housing element are to meet the projected growth and needs of the community, including those of all economic segments and also meeting the needs for special needs population to include seniors, persons with disabilities and the homeless while maintaining neighborhood character while encouraging infill opportunities. Also, increasing the variety of housing type available, increasing the supply of affordable and workforce housing units and also collaborating regionally to meet housing targets. There were no further comments from the audience. The Chair then closed the public hearing.

Meeting adjourned at approximately 8:35 p.m.

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Planning Commission Agenda Bill

Meeting Date: 1/27/2016 **Agenda Item**: #5a

Subject: Public Hearing – 2016 Comprehensive Plan Update: Transportation Element

Staff Contact: Libby Grage, Planning Manager

Approved for Submittal to PC by	
	Laurie Gere, Mayor
x	Don Measamer, PCED Director

Action Type	
	Ordinance No.
	Code Revision
	Resolution No.
X	Public Hearing
X	Staff Report
X	Discussion

Summary Statement: This evening the Planning Commission will hold a public hearing to take public input regarding the Transportation element of the Draft 2016 Comprehensive Plan. Please note that the attached version of the draft Transportation element (dated January 9, 2016) has been revised since the initial draft (dated 10/1/15) was made available for public review. See the attached staff report for a brief list of revisions made to the document.

Background: Following is the updated remaining schedule for PC public meetings on the 2016 Comp. Plan update.

Date/Time	Topic / Element
Wednesday, January 6, 2016 at 6pm:	Public hearing - Parks, Recreation & Open Space and Environment & Conservation (public hearing)
Wednesday, January 13, 2016 at 6pm:	Public hearing - Environment & Conservation (carried over from 1/6/16), Land Use and Housing
Wednesday, January 20, 2016 at 6pm:	Public hearing - Economic Development, Capital Facilities and Utilities
Wednesday January 27, 2016 at 6pm:	Public hearing - Transportation
Wednesday, February 3, 2016 at 6pm:	Planning Commission recommendation development
Wednesday, February 10, 2016 at 6pm:	Planning Commission recommendation development
Wednesday, February 17, 2016 at 6pm:	Planning Commission recommendation development
Wednesday, February 24, 2016 at 6pm:	Planning Commission recommendation development

Previous Commission/Committee Action: To date, the Planning Commission has held public hearings regarding the Parks, Recreation & Open Space, Environment & Conservation, Land Use, Housing, Economic Development, Capital Facilities and Utilities elements of the draft 2016 Comprehensive Plan.

Competing Viewpoints Considered: N/A

Recommended Motion: N/A - Staff recommends that Planning Commission conduct a public hearing, take public comment, discuss, and provide staff with direction regarding additions, changes, clarifications needed, etc.

Attachments (listed in order presented):

Staff Report – Transportation element
Draft Transportation Goals & Policies (January 9, 2016)
Draft Transportation Background Information (January 9, 2016)
Anacortes Bikes and Walks Plan (January 9, 2016)
Anacortes Parking Study (March, 2015)

Additional public comments received:
Lavender – 1/13/15
Johnson, D. – 1/15/16 (#1)
Johnson, D. – 1/15/16 (#2)
Hegg – 1/15/16
Barnes, S. – 1/19/16
Brown – 1/20/16
Rennis – 1/20/16
Johnson, A. – 1/20/16

DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

DATE:	January 20, 2016
TO:	Anacortes Planning Commission
FROM:	Planning, Community & Economic Development
SUBJECT:	January 27, 2016 PC Meeting 2016 Comprehensive Plan Update – Public Hearing Transportation Element – Staff Report

Element: **Transportation**

Element Focus: Transportation to support land uses envisioned by the Comprehensive Plan, movement of people and goods, transportation projects, financing, maintenance, safety, and environmental protection.

Background: In general, the policy language in the draft Transportation Element is consistent with the current adopted policy. Changes were made to clarify and refine language, to ensure consistency with other city and regional planning documents, and to address emerging issues. The attached document (dated January 9, 2016) has been revised since the initial version (dated 10/1/15) to address the following:

- Spelling, grammar and pagination
- WSDOT coordination of Fidalgo Bay Rd./SR 20 Spur intersection
- More detail on transit options within the City and on S. Fidalgo Island
- Encourage WSDOT Ferry Terminal replacement
- Parking
    - Develop parking strategic action plan
    - Encourage private/public partnerships to build public parking areas
    - Investment programs to build public parking areas
- Add multimodal facilities to LOS deficiency rating
- Chnages to better describe SCOG and GMA items
- Added Travel Mode priotization
- Discussion of no net increase of signage and/or decrease signage over time
- Shifted some policies to different goals

Comments on 1st Draft:

Because the draft has been recently revised, a summary of public comments received will be provided at a later date once additional comments on the draft have been submitted.

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Transportation Element

Second Draft – January 9, 2016

Introduction

The Transportation Element ensures that the city's transportation system supports land uses envisioned by the comprehensive plan. Being a smaller town Anacortes does not have some of the usual transportation problems as those of the large cities such as multiple fatalities every year or a large freeway bisecting town but we do have some challenges nevertheless and some of these are limited transit service, a desire for safe, non-threatening, non-motorized travel through town, a state highway running through the City and a vibrant downtown very close to a busy port and its associated truck traffic. In order to address these challenges, the goals and policies in this element are intended to promote more efficient use of existing roads, a shift of traffic to other modes, and a reprioritizing of modes to make the City more accessible for all.

The Transportation Plan is supported by and inter-connected with many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the same population and employment growth as described in the Land Use Element.

As required by the Growth Management Act, the Transportation Element must demonstrate that there is enough transportation system capacity to serve the land uses that are planned, and to serve them at the level of service established in the goals and policies. This element also needs to include a financing plan to show how planned transportation improvements will be funded. This Transportation Element satisfies these requirements.

The Transportation Element Supporting Analysis contains the background data and analysis that provide the foundation for the Transportation Element goals and policies.

City Comprehensive Plan

The GMA requires consistency between the land use and transportation elements of the comprehensive plan. Since this Transportation Plan is the transportation element of the plan, it must be consistent with the balance of that comprehensive plan.

The GMA also requires regional consistency between the countywide planning polices regarding transportation and this transportation plan.

This section of the transportation plan examines the relationship between the Comprehensive Plan, the Skagit County Countywide Planning Policies and this plan.

Countywide Planning Policies

Under the GMA, countywide planning policies are the foundation for determining the regional consistency of planning documents. The countywide planning policies dealing with transportation are attached as *Appendix "A"*. The Skagit Council of Governments (SCOG) updated the Skagit Sub-Regional Transportation Plan (S-RTP) in 2010. This plan is a long-range transportation plan that is guided by seven planning principles identified in the Transportation Efficiency Act for the 21st Century (TEA-21). These are as follows:

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- **Safety:** To provide for and improve the safety and security of transportation users; and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout the region.
- **Environment:** To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

The policies proposed in this document are consistent with the Skagit County Countywide Planning Policies.

Goals and Policies

Goal T-1. Operations, Maintenance, Management and Safety. As a high priority, maintain, preserve, and operate the city's transportation system in a safe and functional state.

Maintenance and Preservation

Policy T-1.1. Maintain and operate the city's transportation systems working to minimize impacts to mobility from maintenance activities and provide continuous safe, efficient, and reliable movement of people, goods, and services.

Policy T-1.2. Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy T-1.3. Using Asset Management methodology, prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.

Transportation Systems Management (Big Picture, the System as a Whole)

Policy T-1.4. Develop a citywide traffic monitoring system to collect AM, PM and daily traffic volume data on a regular basis to determine how transportation investments are performing over time.

Policy T-1.5. Strive to increase the efficiency of the current transportation system to move goods, services, and people to and within the city before adding additional capacity.

Policy T-1.6. Work with State Ferry system to encourage ferry walk-on and transit service and additional passenger-only service centered in Anacortes.

Policy T-1.7. Encourage the replacement and modernization of the WSDOT Ferry Terminal which is the gateway to the world famous San Juan Islands; continued maintenance of the facility; and continued use of the reservation system to prevent the ferry lines from backing up onto Oakes Avenue.

Policy T-1.8. Consistently work with WSDOT Ferries to continue making the international ferry service to Sidney, B.C., and Canada successful.

Policy T-1.9. Reserve all undeveloped City right-of-way for future use and do not vacate City right-of-way unless overwhelmingly beneficial to the city.

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Policy T-1.10. Encourage Guemes Island Ferry facilities that are compatible with the surrounding neighborhood and mitigate for ferry traffic impacts; this should include bus service during the Guemes Island Ferry maintenance shutdown.

Financial

Policy T-1.11. Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within commercial and mixed-use areas and along corridors served by transit to reduce infrastructure costs associated with system expansion.

Policy T-1.12. Focus on investments that produce the greatest net benefits to people and businesses and minimize the environmental impacts of transportation.

Policy T-1.13. Encourage public and private sector partnerships to identify and implement improvements to personal mobility.

Policy T-1.14. Use transportation impact fees for the expansion of multi-modal transportation capital facilities necessary to support growth.

Policy T-1.15. Update transportation impact fees to reflect current policies and needs and discuss a method of updating the impact fees on an annual or biannual basis.

Policy T-1.16. Consider city financing methods that create, sustain and/or expand local transit service. This service could be city provided, SKAT provided, or privately provided.

Policy T-1.17. Strive to create and maintain a balance between available revenue and needed capital facilities. If projected funding is inadequate to finance needed capital facilities adjust the level of service, the planned growth, and/or the sources of revenue. The City should first consider identifying additional funding, then adjusting LOS standards, before considering reassessment of land use assumptions.

Parking

Policy T-1.18. Provide adequate parking space in high demand areas by:

a. developing a comprehensive parking plan which designates immediate and future parking lot sites and shuttle parking lots,
b. investigate opportunities to reduce parking requirements,
c. identify minimum and maximum parking standards,
d. creating an action plan to implement comprehensive parking plan over time,
e. periodically survey parking space availability and occupancy to determine any emerging needs for additional space,
f. consider funding the purchase of land for developing public parking lots,
g. develop a 'fee-in-lieu-of' parking space fee program for projects which are unable to meet on-site parking requirements and use these funds to provide parking or save for larger parking project.

Policy T-1.19. Develop an investment program to obtain land and construct public parking areas.

Policy T-1.20. Encourage public/private partnerships for developing public parking lots.

Policy T-1.21. During parking discussions and decision making utilize the 2014 Anacortes Parking Study.

Policy T-1.22. Work with the Port of Anacortes as possible to implement their parking plan as it benefits the entire city.

Policy T-1.23. Encourage Washington State Ferry system to provide adequate parking for State Ferry patrons. Overflow parking and appropriate signage should be provided out of town and a shuttle provided to the State Ferry Terminal.

Policy T-1.24. Encourage Skagit County to provide adequate parking and pedestrian access for Guemes Island ferry patrons.

Goal T-2. Greater Safety, Options and Mobility. Invest in transportation systems that offer greater options, mobility, and access in support of the city's growth strategy.

Safety

Policy T-2.1. Continue to improve the safety of the transportation system to achieve the state's goal of zero deaths and disabling injuries by the year 2030.

Policy T-2.2. In our concern for safety for all travelers; while making engineering budget and planning decisions the City will utilize the following prioritization for different travel modes:

1. Pedestrian
2. Bicycle
3. Motorcycle
4. Transit
5. Freight
6. Carpool
7. Single Occupant Vehicle

Policy T-2.3. Provide facilities for, and education for everyone on, safe and non-threatening travel throughout the city on all modes of transportation.

Policy T-2.4. Keep an emphasis on the enforcement of motorized and non-motorized safety laws.

Policy T-2.5. Consider roundabouts and traffic calming devices to reduce excessive speeding and other unsafe driving choices.

Mobility Options

Policy T-2.6. Decrease the proportion of trips made by single occupant vehicles by increasing alternative transportation choices.

Policy T-2.7. Address the needs of non-driving populations in the coordination, development, and management of local and regional transportation systems.

Policy T-2.8. Locate and design transit facilities to simplify access for pedestrian and bicycle patrons.

Policy T-2.9. Encourage local street connections and walkways between existing developments and new developments to provide an efficient network of travel route options for pedestrians, bicycles, autos, and emergency vehicles.

Policy T-2.10. Encourage development of safe and easy-to-use bike paths and pedestrian walkways in and around Anacortes and coordinate with regional pedestrian and bicycle routes.

Policy T-2.11. Encourage identification and pedestrian scale signing of shopping and public use facilities.

Policy T-2.12. Work to develop a program to reduce overall sign clutter in town. Discuss a no net increase in the overall number of signs, street signs and/or commercial signs, and a potential annual reduction or limitation of new signs installed per year.

Policy T-2.13. Develop improved signing for public transportation-related facilities, i.e. airport, ferry systems, etc.

Policy T-2.14. Encourage pedestrian movement to and from gathering spaces and pocket park spaces, particularly in downtown Anacortes, the Skyline area, and appropriate locations on the Fidalgo Bay waterfront.

Policy T-2.15. Improve pedestrian crossing opportunities not only across the state highway (SR 20 Spur) but on other highly traveled corridors in the city limits such as Commercial Avenue, R Avenue, D Avenue, etc).

Policy T-2.16. Provide safe bicycle and pedestrian travel to and from schools throughout the community.

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Policy T-2.17. Prepare, and implement, a master plan for pedestrian and bicycle safety, beautification, and economic stimulus to (South) Commercial Avenue from 12th to 34th Streets.

Policy T-2.18. Implement "high value" bicycle corridor improvements as identified in the "2012 Anacortes Bike and Walks" report.

Policy T-2.19. Incorporate pedestrian and bicycle accommodations into all new construction (complete streets) as appropriate.

Policy T-2.20. Use bump outs, curb extensions, and/or pedestrian refuge islands in the design and construction of pedestrian crossings when appropriate and feasible.

Transportation Demand Management (TDM)

Policy T-2.21. Support local transportation demand management programs to reduce the impacts of high traffic generators such as city offices, hospitals, schools, and large employers. The City of Anacortes should serve as a model to the community by voluntarily complying with the requirements of the State Commute Trip Reduction Act (CTR).

Policy T-2.22. Support the reduction of vehicle dependence in the city by supporting "ride share" and on-demand car/bike services.

Design

Policy T-2.23. Continue to focus on context sensitive complete streets by designing, constructing, operating and maintaining transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users.

Policy T-2.24. Improve local street design for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

Policy T-2.25. Design or redesign roads and streets to accommodate a range of motorized and non-motorized modes in order to reduce injuries, further reduce the risk of fatalities and to encourage nonmotorized travel. The design should include well defined, safe, and appealing spaces for pedestrians and bicyclists with a goal of all users feeling safe and comfortable using the facility.

Policy T-2.26. Be flexible with access standards to promote infill by allowing alternate ways, such as narrower streets, to meet those standards.`

Transit

Policy T-2.27. Work to expand local transit service and connections to adjacent jurisdictions.

Policy T-2.28. New development and redevelopment in the city should be designed to provide and encourage non-motorized access to transit. The location of bus stops and shelters should be incorporated into a project's development design.

Policy T-2.29. Adopt road design standards, site-access guidelines, and land use regulations that support transit.

Policy T-2.30. Support SKAT in providing a citywide transit service that is dependable, affordable, maintains regular schedules with frequent service to all destinations in the City, connects neighborhoods to downtown and other frequented destinations, and provides an adequate LOS throughout the day, including weekends, and holidays.

Policy T-2.31. Consider, for an added fee, a dial-a-ride type of transit service with door to door service for the entire Fidalgo Island similar to paratransit but not requiring a disability to qualify for service

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Goal T-3. Support Growth. Support the city's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network for now and into the future.

Concurrency

Policy T-3.1. Maintain a concurrency management system that monitors the impacts of growth and development on the transportation system and ensures that LOS standards are met within required timeframes.

Policy T-3.2. Address non-motorized, pedestrian, transit and other multimodal types of transportation options in the city's concurrency program – both in assessment and mitigation of transportation impacts.

Policy T-3.3. Revise the Traffic Impact Analysis process for development to streamline process and eliminate ambiguities from the system.

Corridor Level of Service

Policy T-3.1. All corridors must pass the Corridor LOS standard for the transportation system to be considered adequate. The Corridor LOS is designed to account for the impact of non-motorized facilities on an urban street network. Traditional Highway Capacity Manual-based planning-level segment capacity schemes typically assume a fully-built street, i.e. including full lane widths, curb, sidewalks and bike lanes. TSI has proposed a modified standard which assigns capacity penalties to segments which don't include non-motorized accommodations. This approach is designed to account for reductions in vehicle capacity that occur when pedestrians and cyclists are forced to travel in a street's vehicle lanes. This also provides a way for the City to prioritize non-motorized improvements in a way that benefits the most travelers. The LOS for arterial corridors is determined by averaging the forecast traffic volume over the arterial capacity (v/c) ratios of the segments within each corridor. The following tables establish the segment capacities for classified arterial streets in Anacortes.

Functional Classification	Base Peak Hour Capacity (vphpl)	Left-Turn Lane (vph)	Access Management (vph)	No Bike Lane (vph)	No Sidewalk (vph)
State Highway (55mph - SR20 Spur)	1,100	550	770	0	0
Principal Arterial (30/40mph SR 20 Spur)	800	400	560	-120	-280
Minor Arterial	550	275	385	-55	-165
Urban Collector	550	275	385	-55	-140

Intersection Level of Service (LOS)

Policy T-3.2. Intersection LOS is calculated using standard Highway Capacity Manual analysis procedures for the PM peak hour. Calculation of the AM peak hour for areas near, or affected by, the WSDOT Ferry traffic may be required. The adopted standard is LOS D for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or collector roadways.

Freight

Policy T-3.3. Provide a freight system infrastructure that, for all types of freight, meets the needs for local distribution including truck routes.

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Policy T-3.4. Actively encourage truck use of truck routes. Adequate signs will be placed along the truck route and the City will identify and work with the major shippers to ensure that their drivers are aware of the truck routes.

Air

Policy T-3.1. Encourage development of float plane landing and service areas both in the skyline marina and the cap sante marina.

Policy T-3.2. Any changes to the Anacortes Airport shall be in accordance with 2005 Sub-Area Plan, Development Agreement and City Comprehensive Plan considering the Goals as set for in those documents.

Policy T-3.3. Skagit Regional Airport should be designated to support air transportation growth needs of Anacortes and the Islands that are not compatible with the intent of the 2005 Sub-Area Plan and Development Agreement.

Policy T-3.4. Encourage increases in scheduled commuter air traffic to utilize the facilities at Skagit Regional Airport

Policy T-3.5. Cumulative Impact shall be considered for all development.

Policy T-3.6. Support the Port's strategic plan, goal #5 for the airport, that states the airport should be recognized as a community oriented facility.

Policy T-3.7. Support the Port's 1994 Master plan and current Airport Layout Plan (ALP) dated May 2012, with future development to be implemented in accordance with the 2005 Sub-Area Plan and Development Agreement.

`Marine

Policy T-3.1. Encourage the Port to provide more transient boat moorage. The City is willing to partner on this effort as it benefits the economy of the downtown area.

Policy T-3.2. Require sufficient space for parking of boat trailers and vehicles at existing and future boat launch sites, marinas and boat storage facilities.

Policy T-3.3. The City should request that WSDOT and Washington State Ferries include the City in all communications and meetings concerning the operation of the ferry terminal in Anacortes. The City shall require WSDOT and Washington State Ferries to participate and cooperate in all traffic management and any associated improvements necessary for the operation of this ferry.

Policy T-3.4. The City supports commercial and industrial development along the waterfront within the City that meets City requirements and maintains public access.

Policy T-3.5. The City supports commercial and private marinas within the City that meets City requirements and maintains public access.

Coordination of the State Highways (SR 20 and SR 20 Spur) going through Anacortes

Policy T-3.6. Work with Washington State Department of Transportation (WSDOT) to prioritize a safety and mobility project at Sharpes Corner.

Policy T-3.7. Plan and budget for a safey plan and project follow through for the State Highway (SR 20 Spur), R Avenue, and other high accident locations in Anacortes.

Policy T-3.8. Encourage, and partner with WSDOT to pursue reduction of signals and creation of a separate grade interchange along SR 20 at Christiansen Road, Thompson Road, or Reservation Road along with a more robust frontage road system in this corridor.

Policy T-3.9. Consider an Intelligent Transportation System (ITS) improvement (electronic information collection and display for highway users) to reduce impacts of WSDOT Ferry traffic.

Policy T-3.10. Partner with WSDOT to provide adequate shoulders, safe bicycle lanes, sidewalks, and street lighting from Commercial Avenue to the Ferry Terminal.

Policy T-3.11. Provide alternate route, or routes, for local and emergency traffic between the west end of town (Skyline area) and downtown Anacortes (Island Hospital).

Policy T-3.12. Work to improve, and increase the number of, pedestrian crossings along the SR 20 and SR 20 Spur corridors.

Policy T-3.13. Coordinate on road maintenance issues and continue our close relationship with WSDOT to keep lines of communication open and increase our chances of being successful in the future.

Goal T-4. Sustainability. Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment, to promote public health and safety, and to achieve optimum efficiency.

Sustainability and the Natural Environment

Policy T-4.1. Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on air quality, the climate, and also the natural environment including the use of techniques to reduce pollutants in storm drains.

Policy T-4.2. Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance.

Policy T-4.3. Consider the feasibility and practicality to design and operate transportation facilities in a manner that emphasizes community character and is compatible with and integrated into the natural and built environment including features, such as street trees, natural drainage, native plantings, and local design themes.

Policy T-4.4. Promote the expanded use of alternative fuel vehicles by converting public fleets and providing for electric vehicle charging stations throughout the city.

Policy T-4.5. Plan and develop a citywide transportation system that reduces greenhouse gas emissions by shortening trip length and replacing vehicle trips with other modes of transportation by implementing mixed use development, to decrease vehicle miles traveled.

Human Health and Safety

Policy T-4.6. Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions, noise, or a lack of non-motorized options.

Policy T-4.7. Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.

Policy T-4.8. Work to secure right-of-way and to develop a pedestrian and bike trail along the Guemes Channel from the state ferry terminal to connect with the Fidalgo Bay Trail (Tommy Thompson Trail).

Policy T-4.9. Review options for, or consider the installation of, city owned electric car charging stations.

Policy T-4.10. Encourage private charging station installations as part of development requirements for larger projects. This could be enacted similar to the requirements for ADA Parking.

Transportation Equity

Policy T-4.11. Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.

Policy T-4.12. Work to improve mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low income populations.

DRAFT

Policy T-4.13. Plan transportation and street improvements to consider the existing and desired character of the area and cost of future maintenance.

Policy T-4.14. Make sure the 2016 ADA Transition Plan includes a financial plan for constructing and replacing ADA ramps and sidewalks. To create this plan use an immediate priority list of ADA compliant walkways throughout town, which provide access to key city amenities and services for people with disabilities and prioritize these areas for facilities improvements.

Policy T-4.15. Budget for, and provide, the construction and repair of sidewalks and ramps to meet ADA standards as per the 2016 ADA Transition Plan.

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Transportation

Background Information

INTRODUCTION & BACKGROUND

The purpose of the Transportation Element is to establish goals and policies that will guide the development of surface transportation in the City of Anacortes in a manner consistent with the overall goals of the Comprehensive Plan.

Using existing and projected land use and travel patterns, the Transportation Element Background Information (TEBI) will address the following: roadway classification, levels of service, transit and non-motorized modes of travel, future travel forecasts, transportation system improvements, financing strategies, and concurrency management.

This document will establish the technical basis for transportation system development, and for existing and future improvement of transportation programs and facilities guided by the transportation policies of the comprehensive plan

INVENTORY AND EXISTING CONDITIONS

The primary objective of this section of the report is to assess existing traffic conditions within the City of Anacortes. In order to identify existing traffic conditions, data was collected at over 50 locations in the City. Existing conditions are important as they serve as a baseline for projecting future conditions and capacity using growth estimates and zoning change predictions.

The following categories are included in this section:

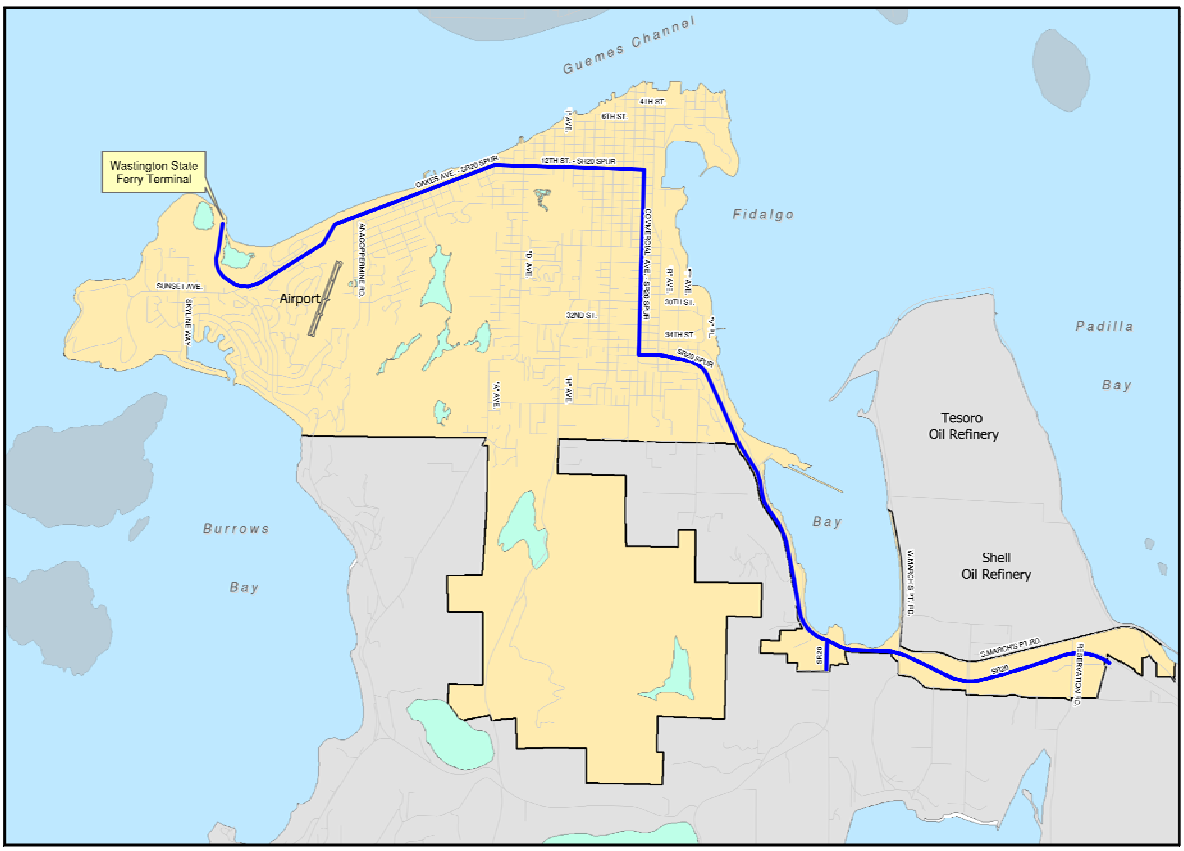
- Identification of State Highways;
- Roadway Inventory;
- Traffic Signal and Roundabout Inventory;
- Freight Routes;
- Transit Service;
- Air and Water Transportation Options;
- Roadway Design Standards;
- Traffic Level-of-Service Analysis (2015, 2036, and 2036 with improvements)
- Traffic Management, Calming, and Control;
- Current Six-Year Transportation Improvement Program (TIP, or STP)
- Existing Non-Motorized Conditions
- Impact Fee Calculation

Over the next 20 years, the City of Anacortes plans to continue to maintain existing infrastructure and invest in expanded or new infrastructure to support the development patterns called for in the Land Use

Element. Where reliable information could be developed, the City has identified projects over the 20-year time period. The City will continue to monitor growth over time to ensure capital facilities can be provided over the long-term.

IDENTIFICATION OF STATE HIGHWAYS

The City of Anacortes has two State Highways within its boundaries. SR 20 travels across the City from the east City boundary to the junction of SR 20 and SR 20 Spur (Sharpes Corner) where it turns south until it passes the City Limits a few hundred feet south of the Sharpes Corner intersection. SR 20 Spur begins at Sharpes Corner and connects SR 20 to the WSDOT Ferry Terminal about 8 miles away. The SR 20 Spur is also called Commercial Avenue, 12th Street, and Oakes Avenue as you progress westerly through town to the ferry terminal



ROADWAY INVENTORY

Existing roadways are classified by how they function as a city-wide network based on their ability to meet local needs. The City, Washington State Department of Transportation (WSDOT), and ultimately the Federal Highway Administration (FHWA) formally approve the classifications. Highway funding programs are limited to roadways with functional classifications that are Collector or above in Urban areas. Local accesses and local streets and roads are not eligible to use Federal Highway funds.

Roadways are classified in relation to their function, with respect to continuity, connectivity, mobility and access. An interstate freeway provides a high degree of connectivity between cities and states; however, by design, provide poor access to adjacent property. On the opposite end of the transportation system, local streets provide a wide degree of access to adjacent property; however are not effective in the efficient movement of people and goods into and through metropolitan areas because of increased traffic control such as stop signs and traffic signals. The Functional Classifications are generally defined as follows:

Principal Arterial

Principal Arterials are streets that have a primary function of carrying traffic to and from major traffic generators in the community and that provide major connections to the regional arterial system. They are generally the higher traffic volume roads within a city. These roadways contain the greatest proportion of through travel. Access should be limited to promote efficient traffic movement. On-street parking is usually prohibited on the highest volume streets in urban areas; however, context sensitive design can result in on-street parking so long as safety issues can be addressed. The best (and only) example of a principle arterial in Anacortes is the State Highway going through town. They typically vary in width from 48 to 84 feet with 4 to 7 lanes and 80 to 100 feet of right-of-way. Speed limits are between 35 and 55 mph. Average daily traffic (ADT) volumes are generally greater than 15,000 vehicles per day. Many of the intersections are signalized, and the uniformity of signal placement and coordination are critical to the successful operation of the arterial.

Minor Arterial

The function of a minor arterial is to provide movement of through traffic, but they also provide considerably more access for local traffic that originates or is destined to commercial, retail, or activity centers along a corridor. A good example of a minor arterial in Anacortes is D Avenue between 12th Street and the southern City Limits. Often minor arterials become boundaries to neighborhoods and serve less concentrated developments such as neighborhood shopping centers or schools. They vary in width from 40 to 60 feet with 3 to 5 lanes and 60 to 80 feet of right-of-way. Speed limits are between 30 to 45 mph. ADT volumes are generally between 8,000 and 15,000 vehicles per day. Access may be restricted and parking can be limited.

Collector

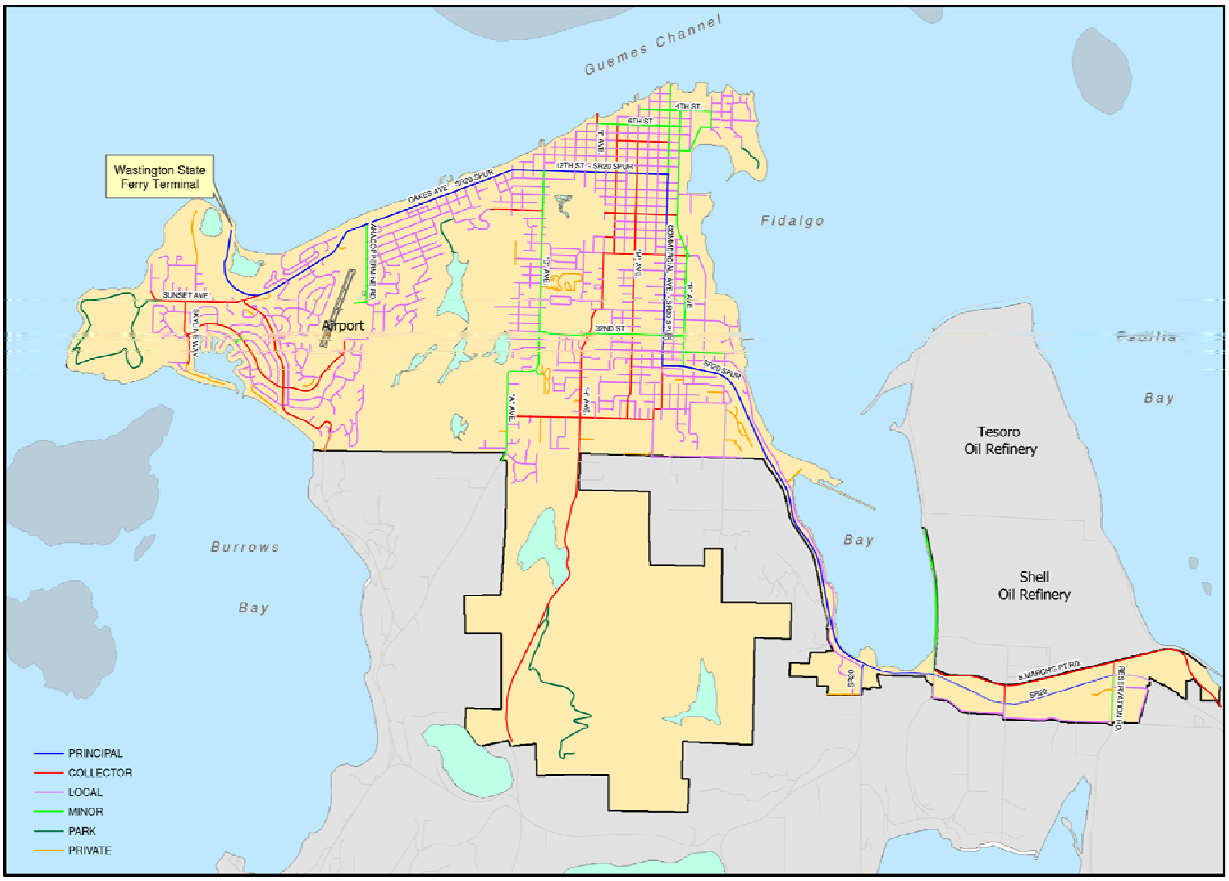
Functionally, a collector is intended to assemble and concentrate residential and rural traffic and direct it to the higher order arterial system. Direct access to adjoining residential or commercial property is common and often essential. An example of a collector in Anacortes is M Avenue. They vary in width from 44 to 60 feet with 2 to 5 lanes and 60 to 80 feet of right-of-way. Speed limits are between 25 to 35 mph. ADT volumes are generally between 4,000 and 8,000 vehicles per day. Parking is generally acceptable, but may be limited.

Local Streets

Local streets primarily serve the residential neighborhoods and generally connect to collectors or minor arterials. Residential access is typical with some provisions for commercial uses. They vary in width from 24 to 44 feet with 2 to 3 lanes and 40 to 60 feet of right-of-way. Speed limits are typically 25 mph. ADT volumes are less than 4,000 vehicles per day.

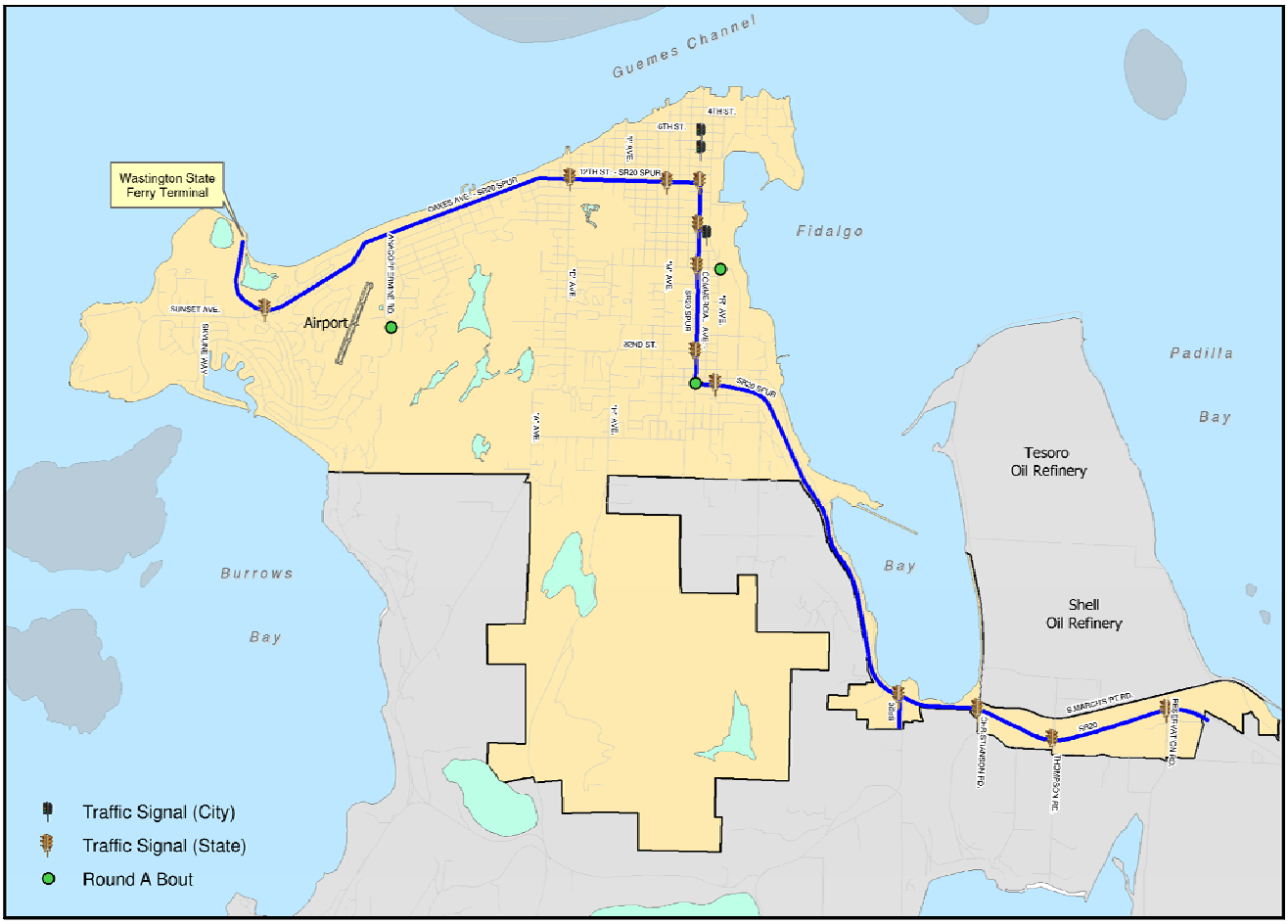
The City has a total of 113.6 miles of streets that breakdown as follows:

Principal Arterial	10.9	miles
Minor Arterial	9.5	miles
Collector	16.4	miles
Local Street	76.8	miles



TRAFFIC SIGNAL AND ROUNDABOUT INTERSECTION INVENTORY

Anacortes has 15 traffic signals and three roundabouts within our city boundaries. Their locations are shown in the Figure below.



Freight Mobility (Freight, Transit, Air and Marine)

Goods travel via one of four modes of transportation: road, rail, water, and air. National studies point to such problems as overcrowded highways and freight-specific "chokepoints" that stifle effective intermodal transfer of cargoes. Increased port security measures may exacerbate congestion if new controls drastically slow the movement of goods.

Local governments encounter two main limitations in addressing freight mobility challenges. The first relates to the limited visibility that freight projects receive in the process for planning

and prioritizing how transportation dollars should be spent. The planning process often lacks a comprehensive evaluation approach, such as a cost-benefit framework that might result in the implementation of freight improvements to better ensure that system-wide, multimodal solutions are considered and adopted where appropriate. The second relates to limitations of federal funding programs, which tend to dedicate funds to a single mode of transportation or a non-freight purpose.

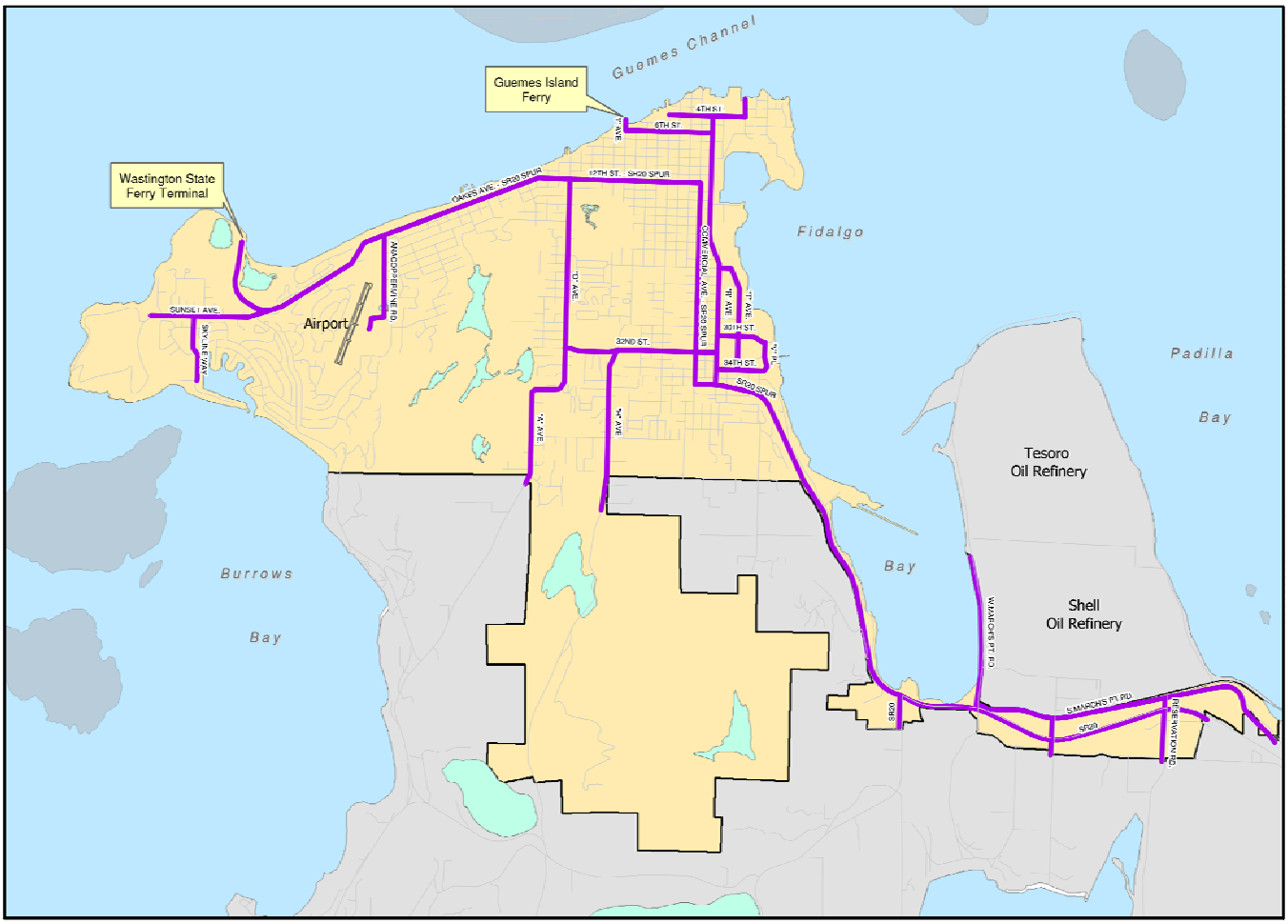
Truck Policy

The City's policy with respect to trucks and the routes they take is based around state law. In summary these laws state it is unlawful for the operator of any moving van, dump truck, tank truck used or designed for the purpose of transporting petroleum products or any vehicle designed or used for the transportation of commodities or materials, which vehicle extends more than eight feet to the rear of the driving compartment of the vehicle, or any vehicle whose load extends more than eight feet to the rear of the driving compartment thereof, to operate the vehicle upon any street other than upon and over a truck route for any purpose other than to make a pickup or delivery, or to service or secure repairs to the vehicle. In traveling to or from the point of delivery, pickup, service to or repair of the vehicle, the operator of the vehicle shall drive as far as possible upon and over a truck route.

FREIGHT ROUTES

The following truck routes are currently designated within the city and are shown on Exhibit 5.1:

1. SR-20 from the city limits north to its intersection with Commercial Avenue;
2. R Avenue from SR-20 north to 22nd Street;
3. The R-Q cross-over between 22nd Street and 18th Street;
4. Q Avenue from 18th Street North to 2nd Street;
5. Commercial Avenue from 36th Street north to 12th Street;
6. H Avenue (Heart Lake Road) from the city limits north to 32nd Street;
7. A Avenue from the city limits north to 37th Street;
8. D Avenue from 37th Street north to 12th Street;
9. 37th Street from A Avenue east to D Avenue;
10. 34th Street from R Avenue east to V Avenue;
11. 32th Street from D Avenue east to R Avenue;
12. 12th Street from A Avenue east to Commercial Avenue;
13. Oakes Avenue from its intersection with 12th Street at A Avenue west to the Ferry Terminal Road;
14. Ferry Terminal Road from its junction with Oakes and Sunset Avenue northerly to the Ferry Terminal;
15. Anacopper Mine Road from Oakes Avenue to the airport entrance;
16. Sunset Avenue;
17. Skyline Way;
18. 4th Street between M Avenue and U Avenue;
19. 6th Street between Commercial and Guemes Ferry Terminal.



Truck Route Design Standards

The operation of trucks and oversize vehicles within the City require special standards for the streets they operate on. These types of vehicles require larger turn radius, greater lane width, higher clearances and stronger pavement. An example of this need can be illustrated by a truck making a right turn and not being able to stay in its lane and interfering with other traffic. A larger curb return radius of 35-40 feet can correct this situation.

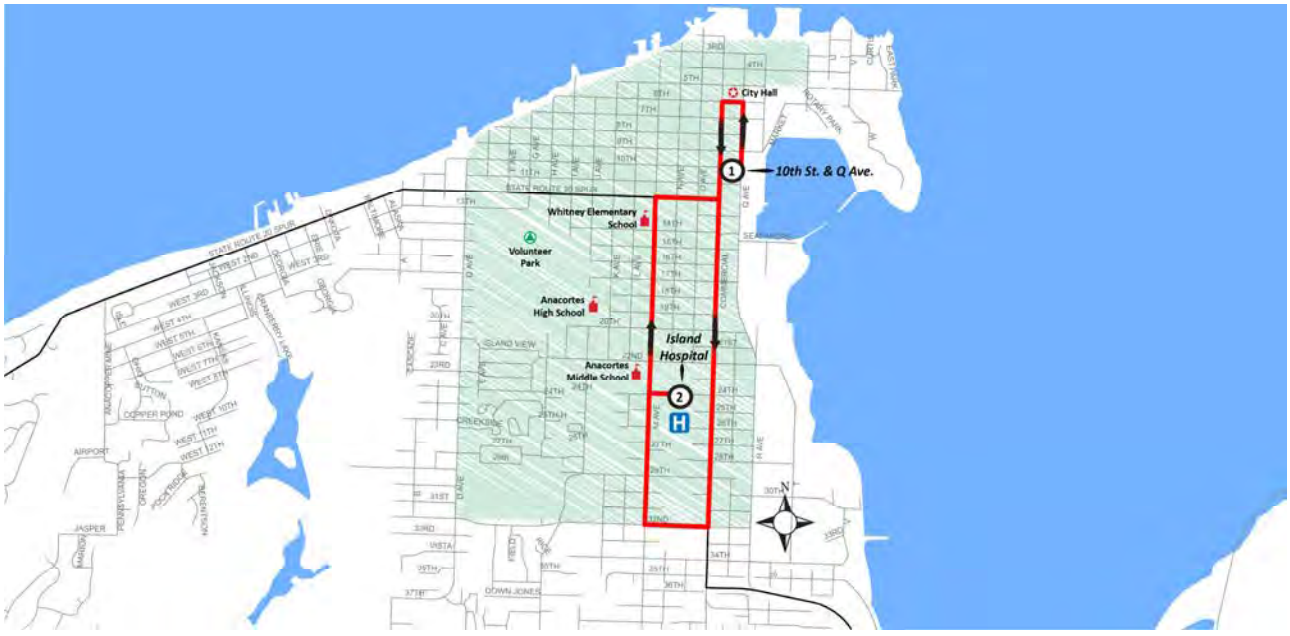
Transit

The City of Anacortes participates in the Skagit Transit system (SKAT) and is presently served by Routes 40X, 49, and 410

Route 40X

Anacortes
Via 410
Oak Harbor
Via 411W
2
March's Pt.
Park & Ride
FARM TO MARKET
20
LACONNER WHITNEY
BEST
BRADSHAW
536
BURLINGTON
5
MOUNT
VERNON
N
Skagit
Station
1

Route 49


City Hall
1
10th St. & Q Ave.
Whitney Elementary
School
Volunteer
Park
Anacortes
High School
Island
Hospital
Anacortes
Middle School
2
N

Route 410

At the park and ride you can transfer to Routes 411 and 513. Route 411 provides access to Whidbey and Camano Islands. Both Routes 411 and 513 provide access to the Mt. Vernon Skagit Station where a transfer can be made to the Bellingham and Everett Connectors express buses and the Amtrak "Sounder" for travel to Seattle and beyond. All SKAT fixed route buses, including Route 410, have bike racks that can accommodate two or three bicycles.

SKAT Bus

SKAT buses are accessible to persons with disabilities. Persons who are in wheelchairs or cannot climb the stairs will receive lift assistance for boarding the vehicle. Seating and space for up to two wheelchairs is reserved in the front of the buses behind the operator's seat. SKAT Dial-A-Ride provides specialized transportation compatible with SKAT's fixed-route bus service within the City. It is a pre-scheduled service designed for people whose conditions and/or disabilities prevent them from using SKAT's regular fixed-route buses.

Air Services.

The City of Anacortes is served by two airports and one designated seaplane base. The Anacortes Airport is a Public Use Airport. The property was purchased with grants from the Federal Aviation Administration and the grants contain assurances required of and from the Port obligating that the Anacortes Airport be available for public use for aeronautical purposes and that fair consideration be given to the interest of the community. There are FAA regulations concerning safety and operational issues at the Anacortes Airport over which neither the Port nor the City may have any control or authority.

The Anacortes Airport is located two miles west of Anacortes downtown. It is operated by Port of Anacortes and began operations in 1968. The Anacortes Airport is tightly nestled within residential neighborhoods. Anacortes has one runway, Runway 18-36, which is 3,015 feet long and 60 feet wide, has an asphalt surface, and is equipped with pilot controlled medium intensity runway lights. Both ends of Runway 18-36 have visual approaches. Vertical guidance to both runway ends is provided by visual approach slope indicators.

Anacortes Airport

The airport is served by one commercial carrier, San Juan Airlines, which enplaned 927 passengers in 2014 to the surrounding islands. Air freight to the islands, aircraft maintenance, and air transportation manufacturing related businesses are other uses of the airport. The Port has implemented preferred flight takeoff and landing patterns to abate noise and reduce safety risk, with current noise abatement procedures recommending takeoffs be avoided between the hours of 2200 and 0600. As a Public Use Airport, hours of operation at the Anacortes Airport cannot be strictly regulated or enforced; however, the recommended procedures are designed to reduce aircraft noise for the island community while keeping visitors and their operators welcome.

The 1994 Airport Master Plan states “The Anacortes Airport was originally designated as a basic utility airport. This type of airport serves all small engine and small twin-engine airplanes used

for personal and business purposes, plus some small business and air taxi-type twin airplanes." Precision instrument approach operations are not usually anticipated for basic utility airports. The Port of Anacortes' 2012 Airport Layout Plan designates the Anacortes Airport as an A1 airport supporting all aircraft types up to 49 ft wingspan (79 foot taxiways), which includes single engine, twin engine, small jets, helicopters, etc. The airport runway is limited to aircraft weighing less than 12,500 pounds. The Anacortes Airport has an asphalt runway that is 3,018 ft. long and 60 ft. wide. The airport operates under visual flying rules (VFR) only.

Anacortes Commercial Operations

Year	Enplanements	Deplanements	Passengers	Flights
2002	2654	2132	4786	2208
2003	2448	2178	4626	1904
2004	3447	2869	6316	1097
2005	1626	1304	2930	568
2006	1692	2988	4680	625
2007	3365	2768	6133	1295
2008	2565	2391	4956	1076
2009	1645	1389	3034	721
2010	1471	1192	2663	602
2011	1046	796	1842	431
2012	921	705	1626	379
2013	907	660	1567	331
2014	927	634	1577	595
2015				

Source: Port of Anacortes

Anacortes Total Airport Operations

Year	Takeoff Counts	Total Operations (takeoffs+landings)
2002	9,737	19474
2003	8,518	17036
2004	7,965	15930
2005	5,224	10448

2006	4,516	9032
2007	1295*	2590*
2008	1076*	2152*
2009	721*	1442*
2010	4692	9385
2011	4019	8069
2012	3432	6865
2013	3834	7669
2014	4173	8346
2015		

*General Aviation Takeoff + landings data is missing
Source: Port of Anacortes

The 1994 Airport Master plan stated: *"… improvements however should be considered within the context of a community oriented facility that serve all small engine and small twin-engine airplanes used for personal and business purposes, plus some small business and air taxi-type twin airplanes."*

The Anacortes Airport Sub-Area Plan and Development Agreement dated March 29, 2005 embody the long-term intentions of all agencies regarding the location and extent of airport improvements. In 2007 the Port adopted a new ALP (Airport Layout Plan) that reflected the intent of the City and Port under the Development Agreement and Sub-Area Plan.

Skagit Regional Total Airport Operations

Year	Total Operations (takeoffs+landings)
2002	55,000
2003	56,200
2004	57,400
2005	61,480
2006	63,681

Source: Port of Skagit

The Airport has two runways. Runway 10-28 is 5,477 feet long, 100 feet wide, has an asphalt surface, and is equipped with pilot controlled medium intensity runway lights. Runway 10 is equipped with runway end indicator lights (REIL) and visual approach slope indicators (VASI). This runway has non-precision NDB and GPS approaches. Runway 28 is equipped with REIL's and VASI's, and has a non-precision GPS approach. Runway 4-22 is 3,000 feet long, 60 feet wide, and has an asphalt surface, and has visual approaches to both ends.

Skagit Regional Airport

The Washington Department of Transportation Aviation Division has described the Skagit Regional Airport as one of the best layout due to the large buffers of agricultural and industrial zoned land surround the airport that comply with the Washington Department of Transportation Aviation Division Airport and Compatible Land Use that minimize risk.

Skyline Seaplane Base is located in Skagit County three miles west of Anacortes on Burrows Bay with docking facilities within the Skyline marina. While no aircraft are based at the facility, the latest available data indicate that Skyline Seaplane Base experiences approximately 50 annual operations (takeoffs plus landings). The Northwest-Southeast Waterway, the Seaplane Base's only waterway, is 5,000 feet long and 2,500 feet wide. Approaches to this waterway are visual.

The Comprehensive Plan goal of encouraging tourism and lodging in the downtown core may prompt a need for seaplane service in the downtown marina areas such as in Fidalgo Bay.

Marine Transportation

Marine facilities within the City consist of the Port of Anacortes marine terminals and marinas, Washington State Ferries (WSF) Anacortes Terminal and Skagit County Guemes Island ferry terminal.

Port of Anacortes – Marine Terminals

The Port is a natural deep water port with convenient access to the Pacific Ocean. Port facilities include Pier 1, Curtis Wharf and Pier 2. One of the Port's major tenants operates out of Pier 1 and has a major shipbuilding and repair facility between the Port's Piers 1 and 2. The Curtis Wharf is currently used as a working wharf and dock for commercial boats and ships. Pier 2 is used primarily for exporting logs and dry bulk cargoes and for short term moorage for barges and other vessels.

Ship Building at Marine Terminal

Port of Anacortes – Marina

The Port's Cap Sante Boat Haven marina is a customs port-of-entry located in the heart of downtown Anacortes. Permanent and transient moorage is available, with 150-200 berths used for guest moorage. Floats, with 20, 30 and 50 ampere power and water accommodate vessels to 120'. The Port currently has a phased 5 year redevelopment project under way in the marina.

Cap Sante Boat Haven Marina

WSF Anacortes Ferry Terminal

The Anacortes Ferry Terminal (see *Exhibit 5-3*) is the gateway for State ferry service to the San Juan Islands and Sidney, BC, and is one of the busiest terminals in the system. It is located on Ship Harbor at the end of SR 20 Spur in the west end of the City of Anacortes. Much of the facility was built in the 1960's and early 1970's, including the terminal building. Four toll booths front 16 holding lanes with capacity for 540 vehicles. There are also three holding lanes for

offloading traffic waiting to clear U.S. Customs, with a capacity of 100 vehicles. Parking is spread throughout the site with four lots for ferry riders and at least five places for employees to park.

WSF Ferry Terminal

WSF has recently worked with the City on two major projects to upgrade the terminal. The Anacortes Multimodal Terminal project began construction in 2004 with the paving of the upper parking lot and creation of an accessible pedestrian path from the upper lot to the lower.

Following this phase are plans for a variety of projects to create a new and expanded terminal building, make overhead passenger loading ADA accessible, improve vehicular site circulation, improve transit and kiss-and-ride access, increase vehicle holding and customs holding capacity, add a third operational slip, and both move and add access to the tie-up slips for maintenance vehicles. These projects are currently not funded. Planned improvements are based on the terminal's 1997 Master Plan, as well as more recent security directives and requirements.

Skagit County Guemes Island Ferry Terminal

The County runs a single ferry (see *Exhibit 5-3*) with a capacity of 22 vehicles and 99 passengers that serves just Guemes Island. The ferry system includes one slip and terminal building in the City. The County has identified I and 6th Streets as access points to the terminal.

Guemes Island Ferry

ROADWAY DESIGN STANDARDS

The City has adopted standards for development of City street, as documented in the 2011 Public Works Engineering Standards (July 2011). A variety of elements go into the design of a roadway, including volume, safety, scale, stormwater runoff, non-motorized users, ADA, truck traffic, driving behavior, vehicle speeds, access control, housing types, etc.

This document will reference the Engineering Standards which will change over the next 7-8 years when the next comprehensive plan effort will take place.

TRAFFIC LEVEL OF SERVICE ANALYSIS

Level of Service (LOS) is the primary measurement used to determine the operating condition of a roadway segment or intersection. In general, LOS is determined by comparing traffic volumes to the carrying capacity of the intersection or roadway segment. The following section describes the traffic volumes that were collected, the approaches used for LOS analysis, and the results of the analysis under existing conditions.

Level of Service Definition

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Roadway level of service is based on the ratio of traffic volume to roadway capacity. The Anacortes Transportation Plan uses the LOS thresholds shown in Table 1.

Table 1: Anacortes Roadway LOS Thresholds

LOS	Volume / Capacity Ratio
A	< 0.50
B	< 0.50
C	0.51 – 0.75
D	0.76 – 0.85
E	0.85 – 1.00
F	> 1.00

The Transportation Plan also defines the City's roadway capacity policy, which is based on street functional classification and number of lanes and is expressed as a maximum hourly capacity. These capacity standards are shown in Table 2.

Table 2: Anacortes Street Capacity Standards

Functional Classification	Hourly Capacity by Number of Lanes		
	2	3	4
Minor Arterial or below	1100	1500	2200
Principal Arterial	1600	2000	3200
State Highway	2200	2600	4400

The City's existing capacity standards do not consider the impacts of non-motorized facilities such as full-width lanes, shoulders, sidewalks, and medians. In practice, roadway capacity will be impacted by the separation of non-motorized traffic from vehicular travel lanes. This analysis used existing City capacity standards but a policy update is recommended later in this report.

Intersection LOS is based on the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at unsignalized intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection.

Table 3 shows the amount of delay used to determine LOS for signalized and unsignalized intersections. For the purposes of this analysis and to be consistent with WSDOT practice, roundabouts were analyzed using the HCM2000 roundabout LOS thresholds.

Table 3: Intersection Level of Service Thresholds

LOS	Signalized Delay (sec/veh)	Unsignalized Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Delay is defined differently for signalized and all-way stop controlled intersections than for two-way stop controlled (i.e. stop control on minor approach) intersections. For signalized and all-way stop controlled intersections, level of service thresholds are based upon average control delay for all vehicles using the intersection. For two-way stop controlled intersections, delay is reported for the movement with the worst (highest) delay.

Level of Service Standards

The Anacortes Transportation Plan defines City LOS standards as LOS D on principal arterial roadways and CBD streets and LOS C on all other streets. See Table 4.

Table 4: City Level of Service Standards

Street Classification	Minimum Corridor LOS
Principal Arterial	D
CBD Streets	D
Minor Arterial	C
Collector	C
Local	C

The level of service standard for state facilities is set by the Washington State Department of Transportation (WSDOT). SR20 is designated by WSDOT as a Highway of Statewide Significance (HSS) and is assigned a level of service standard LOS D. This corresponds with the City's designation of SR20 and SR20 Spur as a Principal Arterial.

Data Collection

Traffic Data

Intersection volumes were collected by at 42 locations throughout the City on Wednesday, April 22 and Thursday April 23, 2015. Five additional locations were counted on Wednesday, May 6 and Thursday, May 7, 2015. This analysis also incorporated intersection volumes collected at six intersections on SR 20 on Tuesday, November 18 and Wednesday, November 19, 2014.

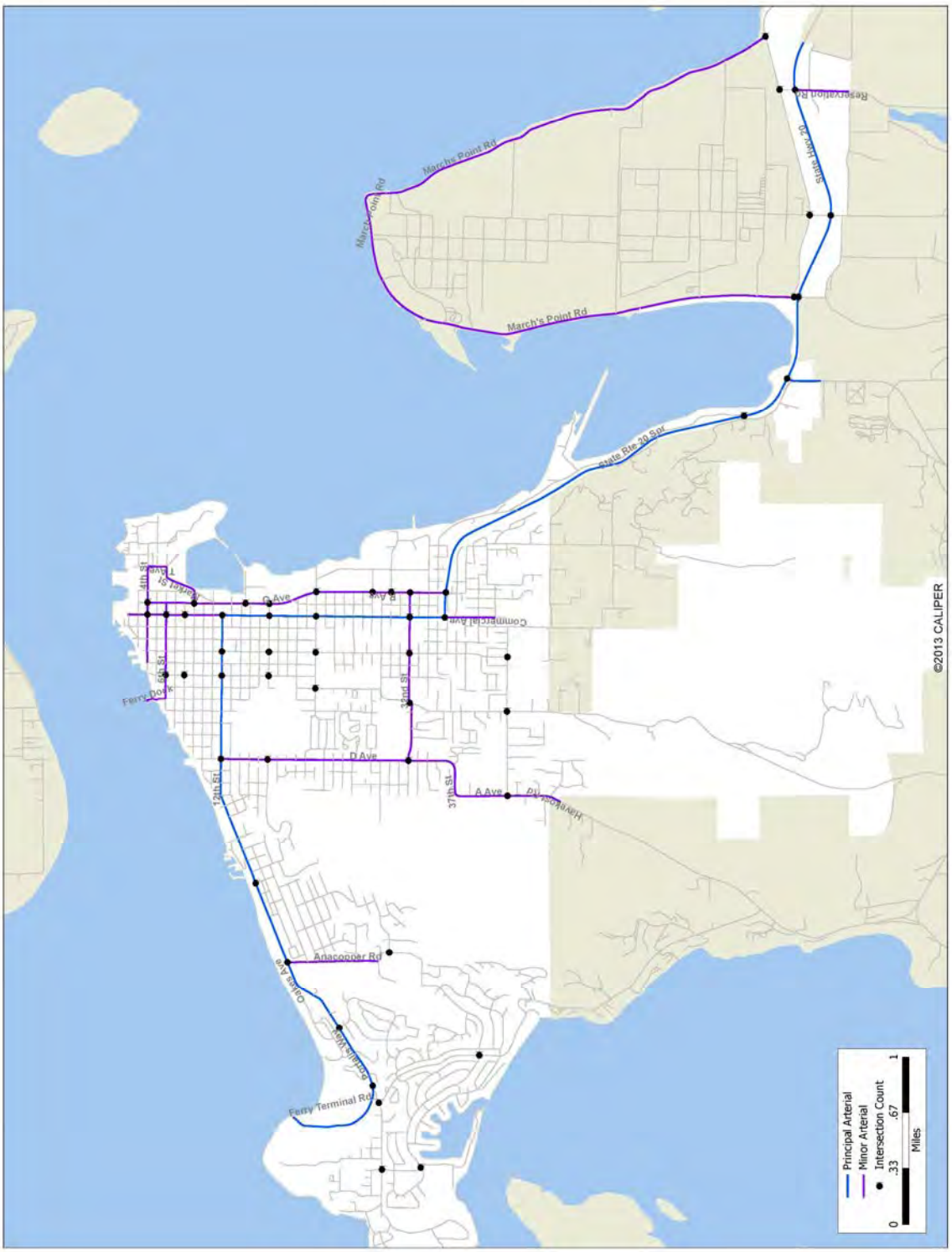
Counts were conducted during the PM peak period, from 4:00 PM to 6:00 PM. This analysis focuses on the PM peak hour, which is defined as the highest four consecutive fifteen-minute volume intervals between 4:00 and 6:00 PM. This represents the period when traffic volume on local roadways are typically at their peak, and can generally corresponds to rush hour traffic with commuters coming home from work.

Count locations are shown in Figure 1. Turning movement count data is provided in Appendix A.

Roadway Network

Information about the City's roadway network was collected from the City of Anacortes and from satellite and field photography. This included traffic control, number of lanes, speed limits, lane channelization, and segment length.

Figure 1: 2015 PM Peak Hour Turning Movement Count Locations



Analysis Methodology

Roadway and traffic volume data were used to develop a citywide operational model using Synchro software. The model was analyzed using Highway Capacity Manual 2010 (HCM2010) intersection capacity methods with level of service thresholds described above.

Results

Level of service results are summarized in Tables 5 and 6. Full LOS reports are included in Appendix B.

Most facilities meet City LOS standards. An intersection LOS failure exists at SR 20 and Fidalgo Bay Road, which currently operates at LOS F with 118 seconds of delay on the minor approach. This intersection will be removed as part of the planned SR 20 Sharpe's Corner improvement project. Some segments of SR 20 and SR 20 Spur currently operate at LOS C or D but may improve after completion of the Sharpe's Corner project.

Table 5: 2015 Roadway Level of Service

Street Name	Limits	Functional Classification	Lanes	Hourly Capacity	2015 Volume	LOS	LOS Standard
32nd Street	D Ave to Commercial Ave	Minor	2	1100	615	C	C
41st Street	E Ave to Heart Lake Rd	Collector	2	1100	120	A/B	C
41st Street	H Ave to O Ave	Collector	2	1100	180	A/B	C
6th Street	I Ave to Commercial Ave	Minor	2	1100	80	A/B	C
6th Street	Commercial Ave to R Ave	Minor	2	1100	160	A/B	C
Anaco Beach Rd	Sunset Ave to Sterling Dr	Collector	2	1100	220	A/B	C
Annacopper Mine Rd	Oakes Ave to W 3rd Street	Minor	2	1100	420	A/B	C
Commercial Ave	4th Street to 12th Street	Minor	3	1500	630	A/B	C
D Ave	12th Street to 32nd Street	Minor	2	1100	510	A/B	C
D Ave	32nd Street to Vista Ln	Minor	2	1100	400	A/B	C
Fidalgo Bay Rd	34th Street to SR 20	Local	2	1100	45	A/B	C
M Ave	12th Street to 20th Street	Collector	2	1100	290	A/B	C
M Ave	30th Street to 32nd Street	Collector	2	1100	335	A/B	C
March's Point Rd	SR 20 to South Texas Rd	Minor	2	1100	320	A/B	C
R Ave	21st Street to SR 20	Minor	4	2200	1165	C	C
Reservation Rd	SR 20 to Stevenson Rd	Minor	2	1100	315	A/B	C
South March's Point Rd	March's Point Rd to Reservation Rd	Collector	2	1100	110	A/B	C
SR 20	Campbell Lake Rd to SR 20 Spur	Principal	3	2000	1550	D	D
SR 20	SR 20 Spur to Reservation Rd	State Highway	4	4400	3100	C	D
SR 20 Spur	R Ave to SR 20	State Highway	4	4400	2245	C	D
SR 20 Spur (12th Street)	A Ave to Commercial Ave	Principal	3	2000	1235	C	D
SR 20 Spur (Commercial Ave)	12th Street to SR 20	Principal	3	2000	1080	C	D
SR 20 Spur (Oakes Ave)	Anacopper Mine Rd to A Ave	Principal	2	1600	1125	C	D
SR 20 Spur (Oakes Ave)	Ferry Terminal Way to Anacopper Mine Rd	Principal	2	1600	755	A/B	D
Sunset Ave	Anaco beach Rd to Oakes Ave	Collector	2	1100	70	A/B	C

Table 6: 2015 Intersection Level of Service

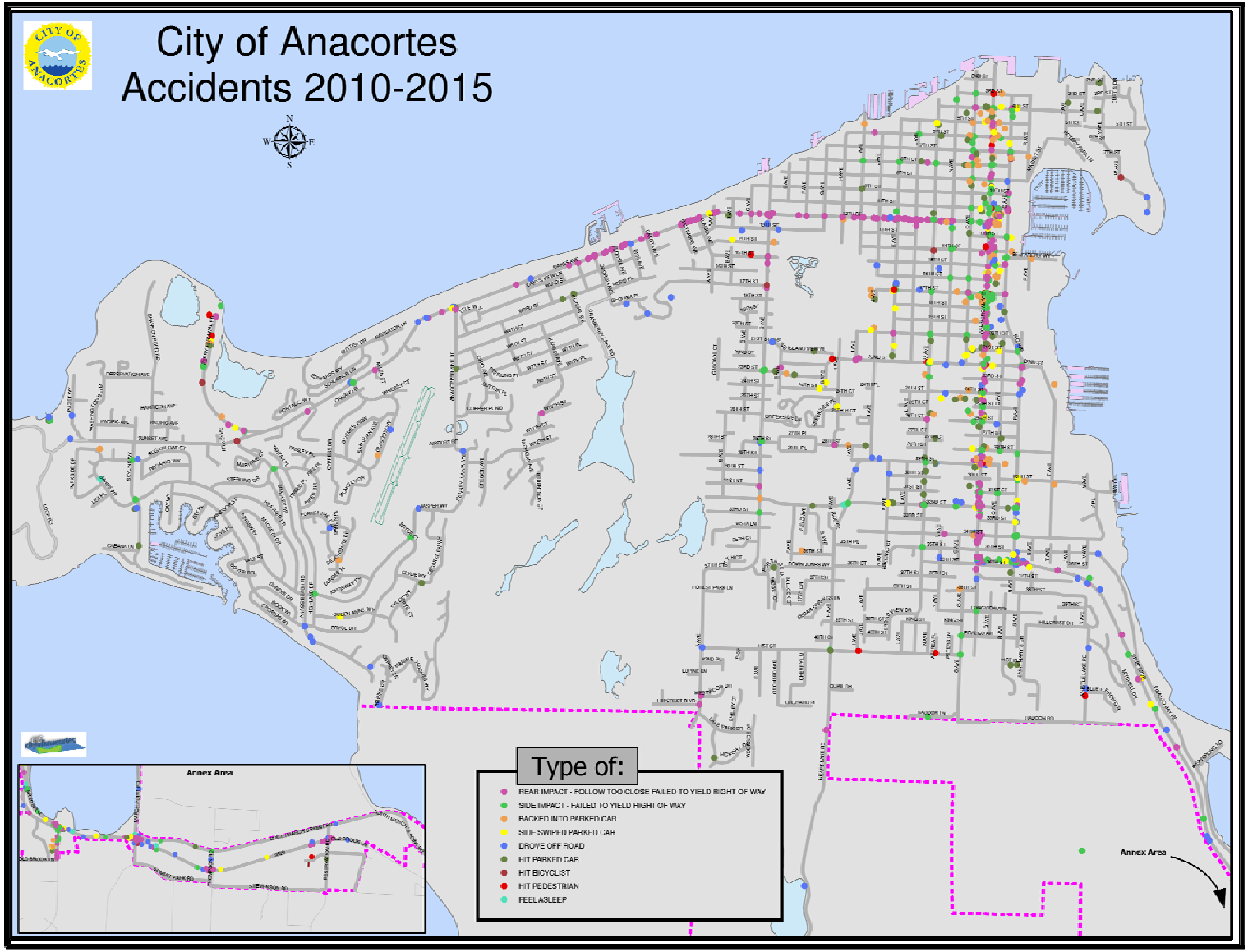
Intersection	Control Type[1]	Delay[2] (s/veh)	LOS	LOS Standard
A Ave / 41st Street	TWSC	11.5	B	C
Commercial Ave / 4th Street	TWSC	11.9	B	D
Commercial Ave / 6th Street	Signal	8.7	A	D
Commercial Ave / 8th Street	Signal	9.5	A	D
Commercial Ave / 12th Street	Signal	14.9	B	D
Commercial Ave / 17th Street	Signal	9.7	A	D
Commercial Ave / 22nd Street	Signal	14.9	B	D
Commercial Ave / 32nd Street	Signal	12.2	B	D
D Ave / 12th Street	TWSC	12.6	B	D
D Ave / 17th Street	TWSC	10.8	B	C
D Ave / 32nd Street	TWSC	20.7	C	C
H Ave / 41st Street	TWSC	10.5	B	C
I Ave / 32nd Street	AWSC	14.3	B	C
J Ave / 22nd Street	AWSC	9.4	A	C
K Ave / 6th Street	TWSC	9.7	A	C
K Ave / 8th Street	TWSC	9.3	A	C
K Ave / 12th Street	TWSC	33.0	D	D
K Ave / 17th Street	AWSC	7.8	A	C
Kingsway / Anaco Beach Rd	TWSC	9.7	A	C
M Ave / 12th Street	Signal	19.2	B	D
M Ave / 17th Street	TWSC	11.7	B	C
M Ave / 22nd Street	AWSC	11.3	B	C
M Ave / 32nd Street	TWSC	19.8	C	C
M Ave / 41st Street	TWSC	10.2	B	C
Oakes Ave / Anacopper Rd	TWSC	14.5	B	D
Oakes Ave / Glasgow Way	TWSC	29.9	D	D
Oakes Ave / Hartford Ave	TWSC	12.5	B	D

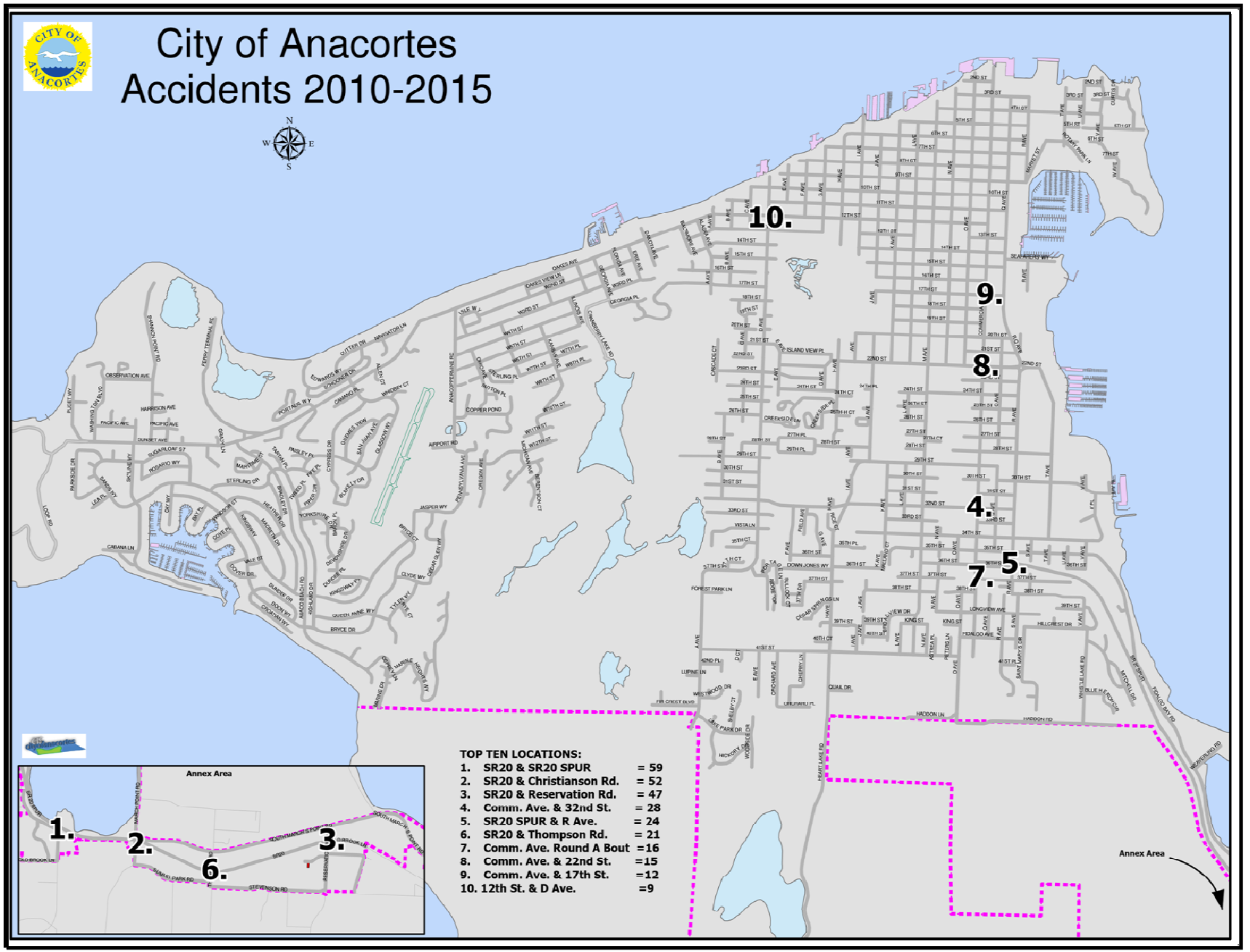
Intersection	Control Type[1]	Delay[2] (s/veh)	LOS	LOS Standard
Pennsylvania Ave / W 12th Street	RAB	2.9	A	C
Q Ave / 4th Street	TWSC	13.0	B	D
Q Ave / 9th Street	TWSC	19.0	C	D
Q Ave / 17th Street	Signal	6.6	A	C
Q Ave / Seafarers Way	TWSC	22.9	C	C
R Ave / 22nd Street	RAB	11.0	B	C
R Ave / 28th Street	TWSC	23.0	C	C
R Ave / 30th Street	TWSC	21.6	C	C
R Ave / 32nd Street	TWSC	22.0	C	C
R Ave / SR 20	Signal	10.1	B	D
S March Point Rd / Bartholomew Rd	TWSC	14.4	B	C
S March Point Rd / March Point Rd (E)	TWSC	11.1	B	C
S March Point Rd / March Point Rd (W)	TWSC	12.9	B	C
S March Point Rd / Reservation Rd	TWSC	13.5	B	C
Sands Way / Skyline Way	AWSC	7.6	A	C
SR 20 / Commercial Ave	RAB	10.0	B	D
SR 20 / Fidalgo Bay Rd	TWSC	118.3	F	D
SR 20 / March Point Rd / Christianson Rd	Signal	16.9	B	D
SR 20 / Reservation Rd	Signal	28.5	C	D
SR 20 / SR 20 Spur	Signal	38.7	D	D
SR 20 / Thompson Rd	Signal	16.5	B	D
Sunset Ave / Anaco Beach Rd	TWSC	9.7	A	C
Sunset Ave / Ferry Terminal Rd	Signal	0.6	A	D
Sunset Ave / Skyline Way	TWSC	11.9	B	C

[1]AWSC = All-way stop control; TWSC = Two-way (minor street) stop control; RAB = Roundabout

[2]Reported as average control delay for all movements. For two-way stop, delay is reported for the movement with the worst (highest) delay.

TRAFFIC COLLISION ANALYSIS




City of Anacortes
Accidents 2010-2015
10.
9.
8.
4.
5.
7.
Annex Area
1.
2.
6.
3.
TOP TEN LOCATIONS:
1. SR20 & SR20 SPUR = 59
2. SR20 & Christianson Rd. = 52
3. SR20 & Reservation Rd. = 47
4. Comm. Ave. & 32nd St. = 28
5. SR20 SPUR & R Ave. = 24
6. SR20 & Thompson Rd. = 21
7. Comm. Ave. Round A Bout =16
8. Comm. Ave. & 22nd St. =15
9. Comm. Ave. & 17th St. =12
10. 12th St. & D Ave. =9
Annex Area

TRAFFIC MANAGEMENT, CALMING, AND CONTROL

The City of Anacortes, through the Traffic Safety Committee, is constantly striving to effectively combine traffic regulatory signs, traffic control devices and traffic calming measures to provide for the safe and efficient operation of vehicles within pedestrian and bicyclist-rich neighborhoods. This neighborhood traffic control must carefully balance the desires of residents for quiet, residential streets with the need for those streets to carry an appropriate share of the community's traffic.

The neighborhood traffic control program consists of:

- The appropriate use of traffic control devices within neighborhoods;
- Inclusion of consideration of traffic calming within the development approval criteria of the City's development code and;
- The establishment of a program to review existing traffic volumes and speeds within neighborhoods for possible traffic calming treatments.
- A venue for residents to state their concerns and ideas to a committee consisting of city council members, public works engineering, the Anacortes police department, the Street Maintenance crew, and interested and concerned citizens.

Traffic Control Devices 101

Typical Traffic Control Devices:
Yield Sign: requires driver to give up the right to enter an intersection where the rules of the road would give that driver the right-of-way, if there is a vehicle that would be in conflict with the driver entering the intersection.
Stop Sign: Requires driver to bring vehicle to a complete stop prior to entering intersection when safe to do so.
Multiway Stop Sign: Requires drivers on more than one roadway to bring vehicles to complete stop prior to proceeding when safe to do so.
Traffic Signal: Uses lighted indicates to allow non-conflicting traffic movements to occur in a specific pattern.

The selection and installation of traffic control devices on public streets in the United States is governed by the *Manual of Uniform Traffic Control Devices* (MUTCD) published by the Federal Highways Administration (FHWA). Adherence to the requirements of the MUTCD provides the City of Anacortes some protection from liability claims but, more importantly, provides the users of the street system greater familiarity with expected behavior since those users would face similar traffic control devices in other communities throughout the country.

Traffic control devices are installed to clarify for drivers their expected actions at specific locations in the transportation system. Through that clarification, drivers can understand what is expected of them and what they can expect other drivers to do at the same location. Typical traffic control devices include stop signs and traffic signals.

Stop Sign Warrants:
–A less-important road intersects a main road but where normal driver behavior could result in driver confusion;
–A street enters a through highway or street;
–An intersection is not controlled but most of the adjacent intersections have traffic signals;
–High traffic speeds, restrictions for drivers trying to view opposing traffic or crash history suggests STOP control would address the problem.

Traffic control devices should be installed only where such clarity is failing to give expectations would likely result in vehicle conflicts or crashes. Traffic engineers have developed indicators that identify specific locations in the transportation system where such clarity does not exist. Such indicators are called *warrants*. Traffic control devices should only be installed where such devices meet the applicable warrants. Since the calculation of warrants is an engineering study, the decision to install a traffic control device should be made by the City Engineer. The decision to fund the installation of a warranted traffic control device is a budgetary decision best left to City Council.

Community Events

Community events can be a challenge to the management of traffic within a community, but are an essential part of Anacortes' sense of community. These events may range from the local use of public streets as an informal "town square" for gatherings or street parties to city-wide celebrations in which larger than normal volumes of traffic need to be accommodated on the city's street system.

Many jurisdictions permit short duration closures of public streets for local street parties through a formal permit process ("street use permit"). Typically a fee is assessed to cover the staff time to review the traffic management plan, to provide for public notification and to deliver and pick up the temporary

barriers used to enforce the temporary closure. The traffic management plan involves ensuring that the provision of access for emergency services is maintained during the closure and that no non-participating properties are denied public street access because of the closure. The street use permit application form should be structured so that it can be easily completed by citizens without engaging the services of a professional engineer.

Community-wide events should have a formal traffic management plan prepared by a professional engineer registered in the State of Washington. The traffic management plan should contain:

Estimates of the expected traffic volume increases related to the event;

Definition of activity centers for events with the identified parking demands associated with each activity center;

Estimates of the expected level-of-service for key arterial and collector intersections in the vicinity of the defined activity centers;

Management measures to address any expected level-of-service deficiencies including consideration of controlling attendance patterns or implementing shuttle service from remote parking locations, among many others.

Signs, striping, and Illumination

Many of the traffic control devices identified in the MUTCD consist of signs and striping. Signs and striping are the devices that direct street system users on what is expected of them in various locations within the street system. Illumination can improve safety for drivers, bicyclists and pedestrians by increasing the visibility of users and control devices. Since signs, striping and illumination involve an initial installation cost and continuing maintenance and operation costs, a policy regarding signs, striping and illumination is desirable.

Intersections

Intersections are the most challenging elements of the transportation system from the perspective of traffic safety and level-of-service. The intersection of two two-way streets typically creates 32 locations at which vehicle movements can conflict; additional conflicts are introduced when bicyclists and pedestrians are considered. Managing these conflicts as traffic volumes increase imposes an additional concern of maintaining the acceptable operation of that intersection within the local transportation system. As such, intersections require additional attention.

Four ways of Controlling Intersections:

Traffic Signals – Traffic signals are used when positive control of many of the conflicting movements at an intersection is required to maintain safety and acceptable operation. Traffic signals are best suited for high volume intersections where either the configuration of the intersection or the combination of volumes requires the positive, systematic control of potentially conflicting movements. The high volumes usually result in significant and measurable delay for drivers under other traffic control methods. Most traffic signals are installed to address level of service failures that result from the existing traffic control measure. Care should be taken in the decision to install traffic signals:

Cost of Installation and Operation -- Traffic signals are a significant traffic control improvement in terms of capital (over $500,000 per installation) and operation costs (e.g., maintenance of modern electronic traffic control systems requires specialized staff).

Warrants -- Traffic signals should be installed in accordance with the applicable warrants to maintain the effectiveness of the traffic control.

Synchronization -- Traffic signals also have a cumulative effect on the transportation system – while the warrants for traffic signals may be met at a number of intersections along an arterial roadway, the spacing of those intersections may make signalization at each of those intersections inappropriate. A policy for the consideration of signal spacing would help to avoid inappropriate signal location when warrants are met for signals at multiple locations in the same arterial corridor.

Roundabouts – Roundabouts are now familiar to Anacortes residents as the City has had one in place since 2010 and another in place since 2013. The introduction of roundabouts as an intersection traffic control approach in the United States has given communities another lower cost treatment for higher volume intersections.

Roundabouts are an effective traffic control treatment because the typical 32 potential conflicts between vehicles (for the intersection of two two-way streets) are reduced to only 8 conflict points. The reduction of conflict points has a significant reduction in collisions when signalized or stop-controlled intersections are converted to roundabouts[1]

Roundabouts can also be effective in improving the level of service since none of the traffic using a roundabout is required to stop. Entry to the roundabout is under yield control where the entering vehicle is required to yield to vehicles already in the roundabout. For traffic signals, any vehicle facing a red signal indication is required to stop regardless of the status of any conflicting vehicle. Anyone who has approached a “red light” at an empty intersection controlled by a traffic signal will appreciate not having to stop at the empty roundabout.

Roundabouts also save Anacortes money since they are less expensive to maintain and operate when compared to traffic signals. Roundabouts also are not subject to the restrictions that traffic signals may have when implemented at several adjacent intersections within a corridor. Further, the central circular area of the roundabout can be an opportunity to communicate to travelers the nature of the community that they are entering through landscaping. Also, properly designed and constructed roundabouts have no detrimental effect on emergency vehicle access.

Roundabouts should be considered in any intersection where traffic signals are indicated by warrant as an appropriate traffic control measure. The City currently has plans to install roundabouts at the intersections of 32nd and D Avenue and also the intersection of Oakes Avenue/Glasgow/ and San Juan Passage Blvd in the next few years with other locations being considered for future projects.

Stop Signs – Stop signs are used for lower volume intersections where one or more movements need to come to a complete stop prior to proceeding into the intersection. Stop signs are traffic control devices that are appropriate in certain locations to control the flow of traffic and ensure its safe conduct through the public street system. As traffic control devices, stop signs should only be installed when warrants are met. Stop signs are not traffic calming devices. Unwarranted stop signs installed by citizen request with an expectation of slowing traffic have been proven to produce the following:

- An increase in collisions as drivers, not seeing a reason for the stop sign, employ a "rolling stop" technique on the approach to the stop sign which is not expected by drivers of conflicting vehicles, and;
- An increase in traffic speed and noise as drivers who feel unduly delayed by the stop signs accelerate rapidly between stop signs.

Uncontrolled – Not controlling movements at an intersection is a method of traffic control and is used to some degree in Anacortes

Traffic Calming/Speed Control Measures

Traffic calming tries to make the roadway environment for drivers less comfortable so that they watch their travel speed and pay more attention to pedestrians. Traffic calming can also divert traffic from streets where it is employed to other parallel routes – care must be taken to ensure that problems are not just shifted around the city rather than being addressed.

For most jurisdictions, traffic calming decisions are a combination of public input/advice and staff engineering judgment. The great level of public input for traffic calming is recognition that these traffic management techniques are applied to neighborhood streets and the techniques have a lesser potential for liability for the city in comparison to traffic control devices. For the City of Anacortes, the Traffic Safety Committee has been constituted for the review of traffic calming requests

Typical Traffic Calming Devices

Speed Humps: an engineered, short, raised roadway section, typically with a curved surface designed to require drivers to reduce speed to negotiate the hump. Speed humps should not be confused with the "bumps" used in private parking lots that are not engineered and require extremely slow speeds for successful travel. To date this is a device not used in Anacortes.

Center Islands/Bulb-Outs: a short raised median in the center of the roadway designed to narrow the travel lane. Can be combined with moving curb-line towards center of road in same location ("bulb-out") creating a "pinch point" calming device. Bulb-Outs, which extend the raised curb towards the center of the road and effectively narrow the driving pavement, slows traffic volumes because drivers feel less comfortable driving in that confined roadway. Bulb-outs are typically employed at intersections to reduce the pedestrian crossing time for the roadway and to protect parking areas along the wider roadway section.

Other road narrowing measures, not currently used in Anacortes, are chicanes (a series of staggered road narrowings that convert the typically straight to a curved roadway), chokers (road narrowings on opposing sides of the road) and center medians (islands installed in the center of the roadway) have similar effects on travel speeds.

Road narrowing techniques are effective in reducing traffic speeds with little impact to the provision of emergency services. Depending on the treatment of the non-roadway area created with the road narrowing, there may be additional maintenance costs especially if these areas are landscaped. On-street parking is often lost in those areas where the road is narrowed.

As discussed previously, new residential streets are designed to a standard that permits the safe travel of vehicles – one vehicle in each direction with parking allowed on both sides with an expectation that vehicles would not be parking directly across from each other. The application of this street design standard to new construction will be naturally calming to traffic volumes.

Traffic Circles: a circular raised median in the center of an intersection which forces a curved movement through the intersection at slow speed. Not to be confused with a roundabout previously discussed in this plan. This calming device has proven effective in Seattle where there is over 1,000 already installed and there is a waiting list of neighborhoods who are requesting them. These are for residential streets only and eliminate the need for stop signs as drivers need to slow down to get around them.

Pedestrian Crossings

The addition of designated pedestrian crossing locations can have a calming effect on traffic speed, besides providing for improved pedestrian transportation. The calming effect results from drivers being cautious about whether or not pedestrians are present to cross the street. Pedestrian crossings can be located at intersections and also mid-block.

Speed Control Measures

Besides the physical changes to the roadway that calm traffic through providing visual signals to the driver to slow down, there are other speed control measures that can be effective in traffic calming. For example, the use of portable speed measurement signs that give drivers a visible feedback of their travel speed can be effective in getting drivers to conform to the posted speed limit on streets. The City of Anacortes has a portable speed measurement sign.

Enforcement

While speed control measures like the portable speed measurement sign can help to deter speeding through education, the enforcement provided by the city's police force can be effective in dealing with speeding. Enforcement is an effective deterrent when drivers know it is more likely that they will be caught when they speed than not. In many communities the level of resources needed for enforcement that results in a deterrent effect is too great to be affordable (which is the reason why traffic calming devices and other speed control measures were developed).

Current Six-Year Transportation Improvement Program (TIP, or STP)

The following table summarizes the list of projects that make up the current six-year Transportation Program (TIP), 2016-2021. In Anacortes the TIP is equivalent to the Transportation portion of the Capital Facilities Plan (CFP)

City of Anacortes
2016-2021 Capital Facilities Plan

Department Summary Report

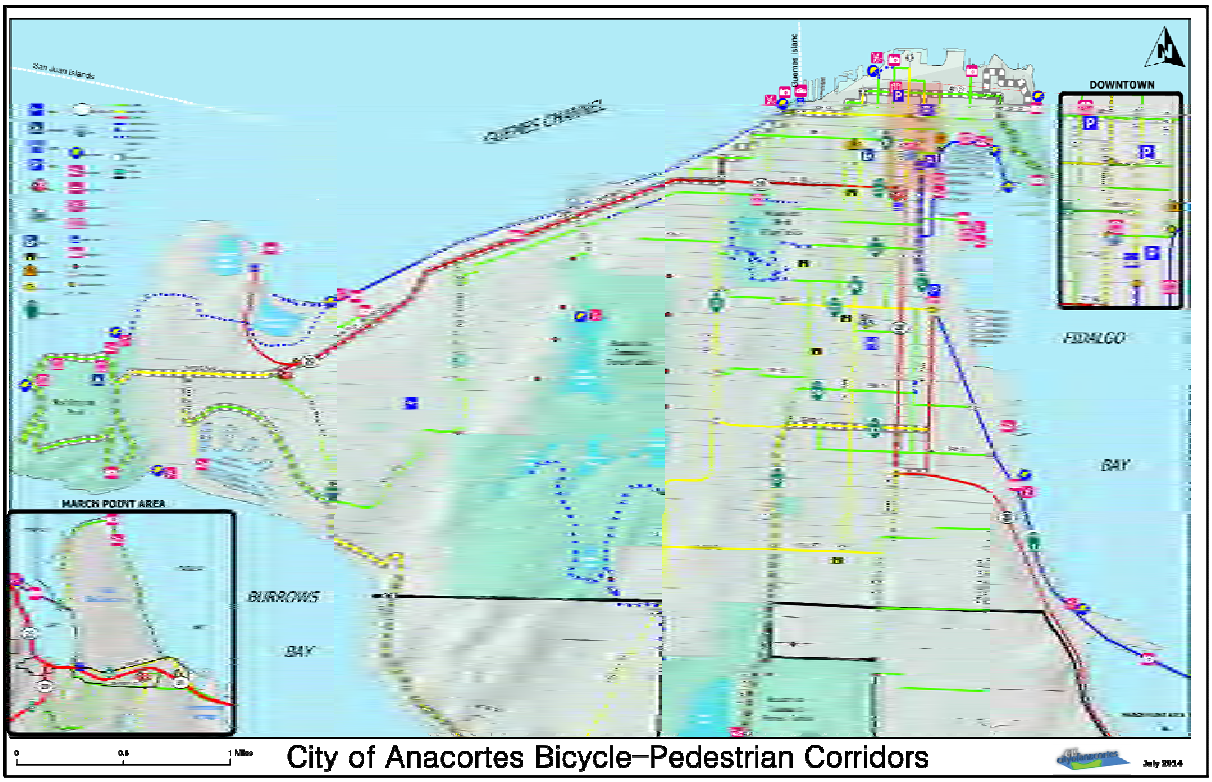
Transportation

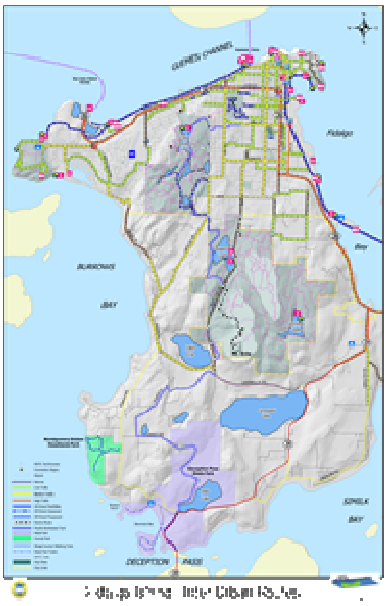
CFP No.	Project Name	Total Cost	Year to Begin
T-106	Street Maintenance	$6,600,000	2016
T-126	Commercial Avenue Sidewalks	$154,500	2017
T-1301	R Avenue Long Term Improvements	$3,757,250	2018
T-1302	Tyler Way Extension	$824,000	2019
T-132	Kansas Avenue Construction	$1,066,050	2017
T-1401	Q Avenue Access Management Plan	$77,250	2017
T-1402	'O' Avenue Corridor Intersection Improvements	$566,500	2017
T-1403	Sharpes Corner Bike/Ped Trail	$2,224,800	2017
T-1404	March Point Road Widening	$1,802,500	2017
T-1405	San Juan Passage Blve. Intersection Improvement	$1,699,500	2018
T-1500	5th Street Reconstruction	$200,000	2019
T-1501	32nd Street and H Avenue Intersection	$250,000	2018
T-1502	Willette Business Park Backage Road	$350,000	2018
T-1503	Padilla Bay Road Reconstruction	$2,500,000	2021
T-1504	W. 8th Street Utilities	$100,000	2017
T-1505	30th Street Construction	$350,000	2017
T-1506	South Commercial Avenue Planning and Design	$100,000	2016
T-302	Sidewalk Repair/Replacement and ADA Ramps	$900,000	2016
T-307	West 2nd Street Improvements - Erie Ave to D Ave	$1,183,750	2017
T-503	Guemes Channel Trail	$3,371,000	2016
T-505	M Avenue Reconstruction	$478,950	2019
T-507	Fidalgo Bay Road Reconstruction	$2,384,450	2019
T-601	17th Street Q to R	$535,600	2019
T-705	37th Street Reconstruction	$1,287,500	2018
T-706	Sidewalk continuation in South Skyline	$226,600	2017
T-708	32nd Street and D Avenue Intersection Improvements	$849,750	2016
T-709	Traffic Calming and Non-Motor. Rdwy. Enhancements	$90,000	2016
T-800	March Point Road Overlay	$2,255,845	2019
T-801	Reservation Road Upgrades	$593,795	2020
T-802	Texas Road Overlay	$429,167	2021
T-803	South Texas Road/Bartholomew Road	$461,355	2019
T-804	Anacopper Mine Road	$1,528,520	2019
T-805	32nd Street Improvements and Overlay	$2,030,130	2020

T-806	Kingsway Overlay	$858,299	2019
T-807	41st/O Ave/Fidalgo Ave Improvements and Overlay	$1,950,000	2019
T-808	Commercial Avenue	$550,000	2020
T-809	M Avenue Improvements and Overlay	$1,624,310	2020
T-810	Anaco Beach Road	$1,583,453	2021
T-811	22nd Avenue Improvements and Overlay	$420,412	2021
T-812	Heart Lake Road north to K Avenue	$3,261,580	2020
T-813	6th Street Widening and Reconstruction	$950,000	2021
T-815	9th Street/Market/6th/T Ave/4th Street	$410,970	2020
T-816	8th Street Overlay	$650,000	2021
T-817	34th Street to Fidalgo Bay Road Improvements	$618,000	2018
	Total This Department	**$54,105,786**	

Non-Motorized Conditions

The following two maps are current bike and pedestrian facilities in Anacortes and Fidalgo Island. For more details concerning the City's Bicycle and Pedestrian plans, goals, and priorities please see the 2015 ANACORTES BIKES AND WALKS: A Bicycle/Pedestrian Plan for Anacortes.





TRAVEL DEMAND FORECASTS AND PROJECTED NEEDS

In order to evaluate future transportation needs, forecasts must be made of future travel demand. Developing traffic forecasts for existing streets based on future land use allows the adequacy of the street system to be evaluated.

Travel Forecasting Model

Transportation Solutions, Inc. (TSI) developed a citywide transportation model to estimate existing travel demand and to provide a tool for forecasting future travel demand on City roadways. The demand model, developed using PTV Visum software, is based upon the concept of vehicle trips; pedestrians and cyclist demand is not forecasted. Similarly, carpool, vanpool, or transit users are represented by single vehicles in the model.

Existing Conditions

For analysis of existing conditions which are shown on previous pages of this report, the citywide model used existing land use data from Skagit Council of Governments (SCOG) and the City of Anacortes, roadway information from the City, and TSI traffic counts to reproduce existing trips and their paths, from origin to destination, through the citywide roadway network.

The City and surrounding areas were geographically divided into 61 distinct transportation analysis zones (TAZs). The modeled internal TAZ structure is consistent with the SCOG regional planning model. Five external zones were created to capture travel demand at the roadway network boundaries, including the ferry terminal.

Trip generation rates reflect weekday PM peak hour trips and are consistent with the rates used in the 2015 SCOG travel demand model, which are based on the *2008 North Sound Travel Survey* (NuStats, April 2009) and the *Institute of Transportation Engineers (ITE) Trip Generation Manual*. External trip

generation was based upon observed traffic volumes, historical traffic volumes, and land use growth forecasts.

Trips were distributed using a doubly-constrained gravity model, which assumes that trips produced at a given origin and attracted to a given destination are proportional to the total trip productions at the origin and the total trip attractions at the destination. Trip impedance is represented by route travel time.

Capacity-related characteristics of the existing roadway network were collected from the SCOG planning model and verified using field observation and aerial photography. Visum's equilibrium assignment process was used to iteratively load the roadway network with modeled demand until a travel time equilibrium solution was found. The calibrated assignment result was post-processed using Visum's TFlowFuzzy procedure to ensure the modeled traffic flow closely matched observed counts.

Forecasted Future Conditions Based on Preferred Land Use

Forecasted land use was applied to the model in order to forecast 2036 traffic conditions. Household growth was based upon a land use forecast scenario provided by the City on July 17, 2015, which included rezoning alternatives in several areas throughout the City. Socioeconomic characteristics of household growth were based upon existing household data provided by SCOG. Forecasted employment growth at the TAZ level was based on the 2040 SCOG travel demand model and scaled to reflect SCOG's latest citywide 2036 employment growth allocations.

The traffic forecast described in this memo is based upon the baseline (existing) roadway network, i.e. without capacity improvements. This is intended to establish a baseline against which to compare future improvement scenarios. As a result the existing roadway network was held constant in the future growth forecast described below. Future analyses will consider the impact of potential network improvements.

Traffic forecasts generated by the travel demand model were imported to TSI's citywide Synchro-based operational model. The future conditions forecast was analyzed using Highway Capacity Manual 2010 (HCM2010) intersection capacity methods with level of service thresholds described above.

Level of service results are summarized in Tables 5 and 6.

With no capacity improvements, several elements of the City's transportation infrastructure will operate in failing condition by 2036. The segment of SR20 from Sharpe's Corner to Campbell Lake Road will operate at LOS E partially as a result of vehicles using SR20, Campbell Lake Road, and Marine Drive as a bypass route to housing destinations on the west side of the City.

A total of nine intersections will operate below minimum LOS standards by 2036.

Washington State Department of Transportation (WSDOT) plans to reconstruct the intersection of SR20/SR20 Spur at Sharpe's Corner which will be at or near LOS failure by 2036. The preferred WSDOT design alternative includes the removal of the intersection of SR20 / Fidalgo Bay Road which is forecasted to fail by 2036.

The City's 2015-2020 Capital Facilities Plan includes capacity improvements for at least 10 intersections, five of which are forecasted to operate below minimum LOS without improvement.

Two intersections which are forecasted to have LOS failure by 2036 are not addressed by the City CFP or by WSDOT. First, the intersection of R Avenue and 28th Street is currently a two-way stop-controlled intersection and will operate at LOS E with 42.5 seconds of delay to the critical side-street movement. Second, the intersection of 12th Street (SR20) with K Avenue is near LOS failure in 2015 and will operate well into LOS F by 2036 with over 2 minutes of delay to the northbound (stop-controlled) approach.

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Table 5: 2036 Roadway Level of Service

Street Name	Limits	Functional Classification	Lanes	Hourly Capacity	2015		2036		LOS Standard
					Volume	LOS	Volume	LOS	
32nd Street	D Ave to Commercial Ave	Minor	2	1100	615	C	750	C	C
41st Street	E Ave to Heart Lake Rd	Collector	2	1100	120	A/B	290	A/B	C
41st Street	H Ave to O Ave	Collector	2	1100	180	A/B	350	A/B	C
6th Street	I Ave to Commercial Ave	Minor	2	1100	80	A/B	150	A/B	C
6th Street	Commercial Ave to R Ave	Minor	2	1100	160	A/B	150	A/B	C
Anaco Beach Rd	Sunset Ave to Sterling Dr	Collector	2	1100	220	A/B	305	A/B	C
Annacopper Mine Rd	Oakes Ave to W 3rd Street	Minor	2	1100	420	A/B	290	A/B	C
Commercial Ave	4th Street to 12th Street	Minor	3	1500	630	A/B	810	C	C
D Ave	12th Street to 32nd Street	Minor	2	1100	510	A/B	640	C	C
D Ave	32nd Street to Vista Ln	Minor	2	1100	400	A/B	440	A/B	C
Fidalgo Bay Rd	34th Street to SR 20	Local	2	1100	45	A/B	130	A/B	C
M Ave	12th Street to 20th Street	Collector	2	1100	290	A/B	350	A/B	C
M Ave	30th Street to 32nd Street	Collector	2	1100	335	A/B	340	A/B	C
March's Point Rd	SR 20 to South Texas Rd	Minor	2	1100	320	A/B	370	A/B	C
R Ave	21st Street to SR 20	Minor	4	2200	1165	C	1490	C	C
Reservation Rd	SR 20 to Stevenson Rd	Minor	2	1100	315	A/B	320	A/B	C
South March's Point Rd	March's Point Rd to Reservation Rd	Collector	2	1100	110	A/B	200	A/B	C
SR 20	Campbell Lake Rd to SR 20 Spur	Principal	3	2000	1550	D	1830	E	D
SR 20	SR 20 Spur to Reservation Rd	State Highway	4	4400	3100	C	3660	D	D
SR 20 Spur	R Ave to SR 20	State Highway	4	4400	2245	C	2710	C	D
SR 20 Spur	A Ave to Commercial Ave	Principal	3	2000	1235	C	1340	C	D

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Street Name	Limits	Functional	Lanes	Hourly	2015		2036		
(12th Street)									
SR 20 Spur (Commercial Ave)	12th Street to SR 20	Principal	3	2000	1080	C	1310	C	D
SR 20 Spur (Oakes Ave)	Anacopper Mine Rd to A Ave	Principal	2	1600	1125	C	1350	D	D
SR 20 Spur (Oakes Ave)	Ferry Terminal Way to Anacopper Mine Rd	Principal	2	1600	755	A/B	890	C	D
Sunset Ave	Anaco beach Rd to Oakes Ave	Collector	2	1100	70	A/B	260	A/B	C

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TABLE 6: 2036 INTERSECTION LEVEL OF SERVICE

Intersection	Control Type[1]	2015		2036		LOS Standard
		Delay (s)	LOS	Delay (s)	LOS	
A Ave / 41st Street	TWSC	11.5	B	15.6	C	C
Commercial Ave / 4th Street	TWSC	11.9	B	12.5	B	D
Commercial Ave / 6th Street	Signal	8.7	A	10.3	B	D
Commercial Ave / 8th Street	Signal	9.5	A	10.7	B	D
Commercial Ave / 12th Street	Signal	14.9	B	27.8	C	D
Commercial Ave / 17th Street	Signal	9.7	A	20.9	C	D
Commercial Ave / 22nd Street	Signal	14.9	B	16.4	B	D
Commercial Ave / 32nd Street	Signal	12.2	B	13.5	B	D
D Ave / 12th Street	TWSC	12.6	B	24.2	C	D
D Ave / 17th Street	TWSC	10.8	B	11.6	B	C
D Ave / 32nd Street	TWSC	20.7	C	77.2	F	C
H Ave / 41st Street	TWSC	10.5	B	11.9	B	C
I Ave / 32nd Street	AWSC	14.3	B	15.3	C	C
J Ave / 22nd Street	AWSC	9.4	A	9.4	A	C
K Ave / 6th Street	TWSC	9.7	A	9.8	A	C
K Ave / 8th Street	TWSC	9.3	A	10.6	B	C
K Ave / 12th Street	TWSC	33.0	D	>120	F	D
K Ave / 17th Street	AWSC	7.8	A	7.8	A	C
Kingsway / Anaco Beach Rd	TWSC	9.7	A	14.8	B	C
M Ave / 12th Street	Signal	19.2	B	25.2	C	D
M Ave / 17th Street	TWSC	11.7	B	13.2	B	C
M Ave / 22nd Street	AWSC	11.3	B	13.2	B	C
M Ave / 32nd Street	TWSC	19.8	C	>120	F	C
M Ave / 41st Street	TWSC	10.2	B	12.0	B	C
Oakes Ave / Anacopper Rd	TWSC	14.5	B	24.9	C	D
Oakes Ave / Glasgow Way	TWSC	29.9	D	45.5	E	D
Oakes Ave / Hartford Ave	TWSC	12.5	B	16.5	C	D
Pennsylvania Ave / W 12th Street	RAB	2.9	A	4.3	A	C
Q Ave / 4th Street	TWSC	13.0	B	13.0	B	D
Q Ave / 9th Street	TWSC	19.0	C	27.0	D	D
Q Ave / 17th Street	Signal	6.6	A	20.2	C	C
Q Ave / Seafarers Way	TWSC	22.9	C	42.7	E	C
R Ave / 22nd Street	RAB	11.0	B	22.3	C	C
R Ave / 28th Street	TWSC	23.0	C	83.1	F	C
R Ave / 30th Street	TWSC	21.6	C	42.5	E	C
R Ave / 32nd Street	TWSC	22.0	C	31.0	D	C
R Ave / SR 20	Signal	10.1	B	15.7	C	D

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Intersection	Control Type[1]	2015		2036		LOS Standard
		Delay (s)	LOS	Delay (s)	LOS	
S March Point Rd / Bartholomew Rd	TWSC	14.4	B	21.7	C	C
S March Point Rd / March Point Rd (E)	TWSC	11.1	B	11.4	B	C
S March Point Rd / March Point Rd (W)	TWSC	12.9	B	11.2	B	C
S March Point Rd / Reservation Rd	TWSC	13.5	B	11.6	B	C
Sands Way / Skyline Way	AWSC	7.6	A	8.1	A	C
SR 20 / Commercial Ave	RAB	10.0	B	30.4	D	D
SR 20 / Fidalgo Bay Rd	TWSC	118.3	F	>120	F	D
SR 20 / March's Point Rd	Signal	16.9	B	51.8	D	D
SR 20 / Reservation Rd	Signal	28.5	C	28.5	C	D
SR 20 / SR 20 Spur	Signal	38.7	D	48.1	D	D
SR 20 / Thompson Rd	Signal	16.5	B	54.1	D	D
Sunset Ave / Anaco Beach Rd	TWSC	9.7	A	10.5	B	C
Sunset Ave / Ferry Terminal Rd	Signal	0.6	A	0.7	A	D
Sunset Ave / Skyline Way	TWSC	11.9	B	11.6	B	C

[1]AWSC = All-way stop control; TWSC = Two-way (minor street) stop control; RAB = Roundabout
[2]Reported as average control delay for all movements. For two-way stop, delay is reported for the movement with the worst (highest) delay.

Forecasted housing and employment growth in the City of Anacortes will create some LOS failures, primarily at intersections along the SR 20 Spur (Commercial Ave / 12th Street) and R Avenue corridors. By 2036, a "bypass" route from SR20 to Marine Dr will experience increased demand as drivers seek to avoid congestion along the Commercial Avenue / 12th Street corridor.

Future analysis scenarios will consider mitigation strategies for forecasted LOS failures, including several projects defined in the City's 2015-2020 CFP.

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2036 Committed Capital Improvement Projects

The following table lists the future improvement for which funding is secure; and thus, are assumed to be in place for analysis of future conditions.

CFP Improvement	CIP Improvement	Cost in 2016 Dollars
T-708 32nd St/D Ave	Roundabout	$900,000
T-1301 R Avenue Long –Term Improvements	Close median to all LT's, Roundabout at 30th	$3,800,000
T-1405 Glasgow/SJ Passage Roundabout	New single lane roundabout	$1,500,000
T-601 17th Street Q to R	Connect R Avenue to the signal at 17th St/Q Ave	$550,000
Future CFP: 32nd and M Ave Intersection	Intersection Improvements: Signal or R-Bout	$1,250,000
SR 20 Spur (12th St.) and K Ave. Intersection	Median Accel. Lane or RIRO only Rechann.	$1,500,000
Total Cost	**2016 Dollars**	**$8,600,000**

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The Table below shows that with the above improvements all of the failing or close to failing intersections will be drastically improved.

TABLE: 2036 INTERSECTION LEVEL OF SERVICE AT KEY INTERSECTIONS

Intersection	Control Type[1]	2036 w/o CFP		2036 w/CFP		LOS Standard
		Delay (s)	LOS	Delay (s)	LOS	
D Ave / 32nd Street	RAB	77.2	F	8.2	A	C
K Ave / 12th Street	TWSC	>120	F	20.9	C	D
M Ave / 12th Street	Signal	25.2	C	26.9	C	D
M Ave / 32nd Street	RAB	>120	F	10.4	B	C
Oakes Ave / Glasgow Way	RAB	45.5	E	8.4	A	D
Q Ave / Seafarers Way	TWSC	42.7	E	23.4	C	C
R Ave / 22nd Street	RAB	22.3	C	21.0	C	C
R Ave / 28th Street	TWSC	83.1	F	11.0	B	C
R Ave / 30th Street	RAB	42.5	E	14.6	B	C
R Ave / 32nd Street	TWSC	31.0	D	11.1	B	C
SR 20 / Fidalgo Bay Rd	TWSC	>120	F	17.3	C	D
SR 20 / SR 20 Spur	RAB	48.1	D	24.9	C	D
SR 20 / Commercial Ave	RAB	30.4	D	34.7	D	D
SR 20 / Thompson Rd	Signal	54.1	D	45.0	D	D
SR 20 / Reservation Rd	Signal	28.5	C	23.4	C	D

[1]AWSC = All-way stop control; TWSC = Two-way (minor street) stop control; RAB = Roundabout
[2]Reported as average control delay for all movements. For two-way stop, delay is reported for the movement with the worst (highest) delay.

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Traffic Impact Fee Analysis

Summary

The following section summarizes the methodology and results of two approaches to updating the City of Anacortes transportation impact fee rate. Both approaches are consistent with GMA impact fee requirements and are designed to maintain minimum LOS standards under forecasted 20-year traffic growth. The first impact fee approach uses the City's existing segment capacity standards to generate a list of project needs while the second uses a proposed update to the City's capacity standard which accounts for the capacity impacts of non-motorized facilities on the street network. The resulting impact fee rate is $1,935.52 per PM peak hour trip using the existing LOS and $3,679.94 per trip using the modified LOS.

Introduction

This purpose of this memo is to develop an updated traffic impact fee rate for the City of Anacortes using the citywide traffic forecast and the list of projects which are necessary to mitigate growth-related Level of Service deficiencies on transportation facilities throughout the City.

Definition of Impact Fees

Impact fees are a comprehensive grouping of charges based on new development within a local municipality. These fees are assessed to pay for capital facility improvement projects necessitated by new development growth (including but not limited to parks, schools, streets/roads, etc.).

Transportation Impact Fees are collected to fund improvements that add capacity to the transportation system, accommodating the travel demand created by new development in Anacortes. The Revised Code of Washington (RCW) Section 82.02.050 identifies the intent of impact fees as the following:

- To ensure that adequate facilities are available to serve new growth and development;
- To promote orderly growth and development by establishing standards by which counties, cities, and towns may require, by ordinance, that new growth and development pay a proportionate share of the cost of new facilities needed to serve new growth and development; and
- To ensure that impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees or duplicative fees for the same impact.

Statutory Basis for Impact Fees

Transportation Impact Fees are a financing mechanism authorized by the Growth Management Act (GMA) of Washington State (see RCW 36.70A.070 and 82.02.050 et seq.). However, impact fees are not mandatory; they are simply authorized by the GMA as a local option. State law imposes strict limitations on impact fees. These limitations are intended to assure property owners that the fees collected are reasonably related to their actual impacts and will not be used for unrelated purposes.

If impact fees are imposed, the funds collected from developments can be expended only on transportation system improvements, which are: (a) identified in the comprehensive plan as needed for growth, and (b) reasonably related to the impacts of the new development from which fees are collected.

Specifically, condition (a) requires that impact fees are not used on improvements needed to remedy existing deficiencies. Those needs must be entirely funded from public sector resources. Condition (b) is satisfied if the local government defines a reasonable service area, identifies the public facilities within the service area that require improvement during the designated planning period, and prepares a fee schedule taking into account the type and size of the development as well as the type of public facility being funded.

To achieve the goal of simplicity, impact fee calculations are applied on an average basis for the entire transportation system, rather than project-by-project. This is a key difference between impact fees and State Environmental Policy Act (SEPA) mitigation, whereby pro-rata shares of specific project improvements are collected.

Pre-calculated impact fees are easier to administer than traditional SEPA development mitigation, at the point of development review. However, more complex administrative procedures are necessary to track the funds collected from each development. This is necessary to assure that the funds are expended only on eligible transportation system improvements, and also to assure that impact fee revenues are used within six years. Fees not expended within six years must be refunded with interest to the current owner of the property.

The methodology and results described next are consistent with the requirements of the GMA. All calculations are based on the transportation facilities list described in the City of Anacortes Comprehensive Plan.

Analysis Methodology

The City of Anacortes currently uses a traffic impact fee of $900 per PM peak hour trip as defined in Ordinances #2277 and #2664. To maintain consistency with the City's existing transportation impact fee rate, the impact fee updates calculated in this memo assign 100 percent of eligible project cost to growth. An alternative approach is to assign a cost which is proportional to the share of added capacity which will be utilized by growth trips. This would require a more detailed analysis of existing vs. forecasted utilization of street capacity.

Projects Eligible for Impact Fees

Projects which provide street network (i.e. segment or intersection) capacity improvements which are required to maintain minimum LOS standards through 2036 are identified below. Only growth-related LOS deficiencies are eligible for inclusion in impact fee rate calculation.

Estimated project costs include various elements which are all necessary for the construction of transportation improvements including design, permitting, right-of-way, construction, and construction management. Ongoing or future maintenance is not an eligible impact fee cost. Projects which are not eligible for impact fee calculation, whether because they are non-capacity-

related, are needed to mitigate existing LOS deficiencies, or are considered maintenance projects/programs, are not shown here.

Growth-Related Improvement Projects to Meet Current LOS

Six projects have been identified as necessary to maintain LOS standards through 2036 based on the results of the citywide traffic model and the City's existing street capacity policy. These projects are summarized below. Four of the growth-related improvement projects are included in the City's adopted 2015-2020 Capital Facilities Plan while two additional projects have been identified as necessary through the citywide traffic forecast and LOS analysis. Total cost of these six projects is $9,542,100.

CFP Project	Project Name	Project Description	Estimated Cost ($)
T-601	17th Street Q to R	Connect R Avenue to the signal at 17th Street and Q Avenue	535,600
T-708	32nd Street and D Avenue Intersection Improvements	New single-lane roundabout	849,750
T-1301	R Avenue Long-Term Improvements	Roundabout at 30th St with right-in/ right-out (RIRO) access at other existing TWSC intersections along R Avenue	3,757,250
T-1405	Edwards Way Intersection Improvements	New single-lane roundabout	1,699,500
n/a	K Ave / 12th St Intersection Improvements	New signal or roundabout or acceleration lane for NBL entering vehicles	1,000,000
n/a	M Ave / 32nd St Intersection Improvements	New single-lane roundabout	1,700,000
		Total Cost	**9,542,100**

Additional Growth-Related Improvement Projects to Meet Proposed LOS

TSI has proposed a modification to the City's existing street capacity standard which is designed to account for the impact of non-motorized facilities on an urban street network. Traditional Highway Capacity Manual based planning-level segment capacity schemes typically assume a fully-built street, i.e. including full lane widths, curb, sidewalks and bike lanes. TSI has proposed a modified standard which assigns capacity penalties of up to 50 percent to segments which don't include non-motorized accommodations. This approach is designed to account for reductions in vehicle capacity that occur when pedestrians and cyclists are forced to travel in a street's vehicle lanes. This also provides a way for the City to prioritize non-motorized improvements in a way that benefits the most travelers.

Two improvements which are forecasted to be necessary using the modified street capacity scheme are identified below. These improvements, while focused on non-motorized facilities

need to increase vehicle capacity. The projects satisfy growth-related LOS deficiencies and are impact fee eligible.

Street Name	Location (From/To)	Description	Length (mi)	Estimated Cost ($)
D Avenue	12th St / Vista Ln	Complete sidewalks and bike lanes	1.21	5,750,000
Oakes Avenue	Anacopper Mine Rd / A Ave	Complete sidewalks	1.08	2,850,000
			Total Cost	**8,600,000**

Cost Comparison

The total cost of growth-related improvement projects to meet current LOS standards is **$9,542,100**.

The additional cost of growth-related improvement projects to meet the proposed LOS standards is **$8,600,000**.

The total cost of growth-related improvement projects to meet the proposed LOS standards is **$18,142,100**.

Forecasted Trip Growth

A twenty-year trip growth forecast was developed as part of the trip generation component of the citywide transportation planning model. Citywide trip generation was based on land use forecasts developed by the City and trip rates developed by Skagit Council of Governments (SCOG), *Institute of Transportation Engineers Trip Generation Manual, 9th Edition*, and calibrated by TSI based on citywide traffic counts and historical regional growth trends. Forecasted trip growth and resulting impact fee calculation are based on travel patterns during the afternoon peak hour of travel demand, typically associated with afternoon rush hour.

The citywide model forecasts net 20-year growth of **4,930 new PM peak hour trips** (i.e. trip productions and attractions).

Impact Fee Calculation for Planned Roadway Projects to Meet Current LOS

Impact fees were calculated based on estimated project cost and forecasted peak hour trip growth. This calculation assigns 100 percent of project cost responsibility to growth trips. The resulting impact fee calculation is as follows:

Estimated Project Costs of $9,542,100
divided by
4,930 new PM trips
equals
$1,935.52 /PM trip

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Impact Fee Calculation for Additional Projects Required to Meet Proposed LOS

If the modified street capacity standard described above is adopted by the City, the impact fee calculation would incorporate two additional improvement projects at an additional cost of $8,600,000, bringing total improvement cost to $18,142,100. The resulting impact fee rate calculation is shown below.

Estimated Project Costs of $18,142,100
divided by
4,930 new PM trips
equals
$3,679.94/PM trip

Resulting Transportation Impact Fees

If the above calculated rates were adopted in an impact fee ordinance, the fees summarized below would reflect the responsibility of several typical developments. The City's existing impact fee of $900 per PM peak hour trip is included for comparison purposes.

Land Use Type	Per Unit	Existing Impact Fee ($)	Updated Fee – Existing LOS ($)	Updated Fee – Proposed LOS ($)
Single-Family Home	DU	900.00	1,935.52	3,679.94
Apartment	DU	558.00	1,200.02	2,281.56
Assisted Living	1,000 ft^2	198.00	425.81	809.59
General Office	1,000 ft^2	1,341.00	2,883.92	5,483.11
Specialty Retail Center	1,000 ft^2	1,610.00	3,462.65	6,583.41
Light Industrial	1,000 ft^2	873.00	1,877.45	3,569.54

Anticipated Annual Revenues from Impact Fees

Based on anticipated residential and employment projections for the City of Anacortes, below is the anticipated annual revenue from the proposed Transportation Impact Fees:

Current LOS : 247 growth trips/year x $1,935.52/PM peak hr trip = $478,073/year
Proposed LOS: 247 growth trips / year x $3,679.94/PM peak hr trip = $908,945/year

Anacortes Bikes and Walks

By the Anacortes Bike/Pedestrian Advisory Committee

January 9, 2016

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1) Introduction

a. Background

Bicycling and walking are popular activities in Anacortes. In a 2007 survey conducted for the Anacortes Parks & Recreation Department 85% of respondents reported walking or hiking and 24% reported cycling during the preceding year. Our citizens are increasingly using bicycles as their primary mode of transportation to access work, school, transit, visiting friends, and shopping. Both bicycling and walking are seen as a path to fitness for almost everyone.

Anacortes has a naturally bike and walk friendly environment with its wide streets, beautiful scenery, and temperate climate. Although many residents of Anacortes and Skagit County walk or bicycle in the city, increasing vehicular traffic congestion is making it more difficult to utilize these forms of alternative transportation. More people would choose to bike or walk if they had a connected network of comfortable and safe routes and facilities throughout the city. Unsafe behaviors from both motorists and cyclists have increased the chances of injuries on roadways. The needs of bicyclists have historically been underserved creating a transportation system that is sub-optimal for cyclists and precipitates conflicts between motorists and bicyclists.

The City of Anacortes seeks to become a regional leader in the development of urban trail systems, improving access across barriers, most notably wide and busy intersections, and improving safety along the city's streets. Progress to date has been seen in the construction of the Tommy Thompson Trail, sections of the Guemes Channel Trail, and the delineation of 5 miles of bicycle lanes and bike sharrows in various parts of the city.

In 2011, the Anacortes Bike/Pedestrian Advisory Committee (AB/PAC) was formed with the goal of promoting bicycling and walking in Anacortes. The AB/PAC believes that a larger portion of the drive-only community should and would be willing to walk and bicycle more often if they were encouraged to do so. Improvements to in-town biking routes, public events that entice people who haven't ridden in a while to try biking again, increasing bike education opportunities for the school age residents, and highlighting recreational facilities and locations all help to highlight the benefits of a community that bikes and walks more and drives less.

The benefits of bicycling and walking are well documented.

- Improves the environment: Reduces motor vehicle pollution, which is also a prime cause of greenhouse gas buildup in the atmosphere.
- Reduces Traffic Congestion: Most in town trips are 1 mile or less and can easily be made by bicycle or walking, thus reducing the number of motor vehicles on the road and requiring parking.

- Improves health: Biking or walking to nearby locations improves an individual's health by improving muscle tone and providing physical activity.

- Provides major recreation and economic opportunities: Many people center their vacations on opportunities to go bicycling or hiking. Locations that feature these types of attractions are a draw for residents and tourists alike.

- Boosts the quality of life: The opportunities to interact with fellow residents increases significantly while bicycling and walking, which in turn, helps to create a sense of community.

b. The Anacortes Bikes & Walks Plan

To promote these objectives, the AB/PAC through its Anacortes Bikes and Walks project has written Anacortes Bikes and Walks. This document is both a plan and a summary of bicycling/walking related activities and projects in Anacortes. The purpose of the sections related to planning is to outline a set of recommendations for the City of Anacortes, the school district, and volunteer organizations, that will improve bicycling and walking facilities/infrastructure, increase safety for those that bike and walk, and encourage more people to bike and walk as they go about their day to day activities or as a fun recreation activity. Other portions of this document highlight the activities and projects that are already underway or in planning. Together, the various sections of this document provide a picture of what is currently happening, and identify ideas and strategies for making changes in Anacortes that result in safe, fun and healthy opportunities for bicycling and walking. The intent is for everyone to work together to bring about the changes that will create a future that moves people away from thinking that driving a car is the only way to get around the city.

2) Anacortes is a Bronze Level Bike Friendly Community

a. Application Process

The AB/PAC used the League of American Bicyclist's (LAB) "Bicycle Friendly Community Application" to measure where we are currently, which is the first step to tracking progress over time. As the LAB website says, "The Bicycle Friendly Community Program (BFC) provides incentives, hands-on assistance, and award recognition for communities that actively support bicycling. A Bicycle Friendly Community welcomes cyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation."

Applicant communities are judged in five categories often referred to as the Five Es. These are Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. A community must demonstrate achievements in each of the five categories in order to be considered for an award. Communities with more significant achievements in these areas receive superior awards. Filling out the BFC application is an education in itself, as communities see where they are lacking in each of these

categories. The application is lengthy but extremely educational. The following is a description of each of the five E's.

Engineering: Communities are asked about what is on the ground; what has been built to promote cycling in the community. For example, questions in this category inquire about the existence and content of a bicycle master plan, the accommodation of cyclists on public roads, and the existence of both well-designed bike lanes and multi-use paths in the community. Reviewers also look at the availability of secure bike parking and the condition and connectivity of both the off-road and on-road network.

Education: The questions in this category are designed to determine the amount of education that is available for both cyclists and motorists. Education includes teaching cyclists of all ages how to ride safely in any area from multi-use paths to congested city streets as well as teaching motorists how to share the road safely with cyclists. Some things that reviewers look at are the availability of cycling education for adults and children, the number of League Cycling Instructors in the community, and other ways that safety information is distributed to both cyclists and motorists in the community including bike maps, tip sheets, and as a part of driver's education manuals and courses.

Encouragement: This category concentrates on how the community promotes and encourages bicycling. This can be done through Bike Month and Bike to Work Week events as well as producing community bike maps, route finding signage, community bike rides, commuter incentive programs, and having a Safe Routes to School program. In addition, some questions focus on other things that have been built to promote cycling or a cycling culture such as off-road facilities, BMX parks, velodromes, and the existence of both road and mountain bicycling clubs.

Enforcement: The enforcement category contains questions that measure the connections between the cycling and law enforcement communities. Questions address whether or not the law enforcement community has a liaison with the cycling community, if there are bicycle divisions of the law enforcement or public safety communities, if the community uses targeted enforcement to encourage cyclists and motorists to share the road safely, and the existence of bicycling related laws such as those requiring helmet or the use of sidepaths.

Evaluation & Planning: A community is judged on the systems that they have in place to evaluate current programs and plan for the future. Questions are focused on measuring the amount of cycling taking place in the community, the crash and fatality rates, and ways that the community works to improve these numbers. Communities are asked about whether or not they have a bike plan, how much of it has been implemented and what the next steps for improvement are.

3) Engineering

The Engineering section speaks to facilities and infrastructure that support and promote bicycling and walking in Anacortes. The AB/PAC made an extensive survey of existing routes and identified problem areas. A portion of this section provides recommendations for

improvements and/or repairs needed to create safe biking and/or walking routes. The transportation corridor objective involved an extensive process of identification, data collection, mapping and real world experience.

Step one was to develop the route map. This was done using input from city traffic engineers, active bicyclists and pedestrians, the school district, regional planners, and park and recreation professionals. The committee looked at frequently used routes and at proposed routes with possible safety or connectivity benefits. The route map coincides closely with a 2008 map prepared by the city's Barrier Busters Committee to identify priority routes for ADA accessibility. It also was developed in close cooperation with the Connect Anacortes task force involving the Chamber of Commerce, City of Anacortes and Port of Anacortes. The intention is to develop a complete network throughout the city. All routes were categorized as being either on road or off road.

Step two was to evaluate each route for safety features, connectivity and challenges for users. The committee looked at issues such as whether or not bicycle lanes are marked, how difficult it is to traverse specific intersections, the width of road shoulders, the presence or absence of sidewalks, the level of traffic and other factors.

The next step in the process has been to identify and suggest the means to mitigate each of the challenges identified. Those means range from the relatively simple, such as signage or marking, to the fairly complex, such as construction of a roundabout. Obviously, the cost of the recommendations varies as well. Retrofitting existing sidewalks with ADA ramps was not included in the proposed mitigations because that is already part of the city's 2016 Transportation Comprehensive Plan Draft and 2014-2019 Capital Facilities Plan.

The final step involved the development of a cost/benefit matrix that is a prioritization of which projects can be accomplished with limited financial resources, while providing the greatest overall benefit to improved safety and connectivity.

The Bicycle/Pedestrian Plan when fully developed will enable Anacortes to provide a highly functional network of on and off road routes and trails for bicyclists and pedestrians. Substantial safety and connectivity benefits will enable more citizens to enjoy the freedom of walking and biking. The accomplishment of the plan will have many positive effects on the quality of life for the citizens of Anacortes and their many visitors.

a. Overview of Anacortes Bike/Pedestrian Corridors

Anacortes' Non-Motorized corridors can be broken down into three levels of service: A popular perimeter trail system, major NS and EW ways, and minor NS and EW ways.

Anacortes is a port city built on the north end of a beautiful island jutting into Puget Sound in Skagit County. It is moderately hilly along its south boundary and has forested hilly areas west of D Ave which partially separate the western section of the city. The city core with the largest population density is well laid out on a broad sloping area with waterfront to the North and East. This historic town core is blessed with a grid of wide city streets providing flexible travel opportunities for walking and biking. The eastern annexed areas of March Point/Summit Park hug SR20. This annexed area

is separated from the town core by Fidalgo Bay and the low areas at the head of the bay.

The city has created a paved, scenic trail on a rail corridor bordering and crossing Fidalgo Bay. The Tommy Thompson Parkway provides a vital transportation link between the core city and the eastern annexed areas, and on to the Berentson Bridge which links Fidalgo Island to the mainland. The city is actively pursuing another rail-trail conversion on the waterfront along the Guemes Channel. This will extend the perimeter trail system and provide safe non-motorized transportation to the west end, including the vital link to the Washington State Ferry Terminal serving the San Juan Islands. These important bicycle and pedestrian pathways will when complete form a waterfront backbone for the system. This heavily used corridor will tie all three regions of Anacortes together along an easily travelled parkway while at the same time intersecting and connecting the major and minor bikeways in the grid streets and in the west end and March Point/Summit Park area.

This important transportation corridor is currently signed as Regional Bicycle Route 1 / US Bike Route 10. For the purposes of this plan, it starts at the Berentsen Bridge, follows South and West March Point Roads to the Tommy Thompson Parkway trail, crosses the bay and continues through the waterfront industrial area into downtown, ending at 11th and Q. In the future this route will connect to the Guemes Channel Trail via downtown city streets; the Guemes Channel Trail will then transport the cyclist to Ferry Terminal Road and Washington Park, effectively linking the west end of town with downtown. At present the "temporary" Route 1/USBR 10 follows Q Ave. to 8th, then west to D&12th then westward on 12th/Oakes to link to the Washington State Ferry Terminal & Washington Park.

From this USBR10/Route 1 backbone the following corridors connect:

Bike Boulevards:

Bike Boulevards/Pedestrian Ways are side streets and secondary arterials preferred for non-motorized travel. Cyclists and pedestrians often chose the path of least traffic, and the motorized and freight traffic is less impacted when these work.

- North-South: The H-I-J-L route, Q Ave and O Ave are lower traffic alternatives to M and Commercial. Kingsway-Anacopper and D Ave are good connectors but hilly.
- East-West: 4th, 6th, 8th, 15th, (13th-W.2nd low traffic potential byway), 17th (good crossings), 29th (good alternate to 32nd), 41st-Fidalgo-Hillcrest (south hill connector).

Bike-able Arterials:

- North-South: Commercial Ave, M Ave, and Anaco Beach Road are bike-able and walkable arterials. Commercial is the heavily trafficked main street for Anacortes, critical for travel to stores and shops. R Ave. is a freight corridor and has little room for cyclists except on the sidewalk systems from 28th to 34th.

There is a signalized crossing across SR20 spur at R Ave. that helps with neighborhood foot and some bike traffic.

- East-West: **12**th, **22**nd, and **32**nd.

The map in Engineering Section 2 shows the interrelation between Route 1 and the North-South and East-West corridors or byways. Icons with bike route symbols and line bubbles show the major and minor corridors.

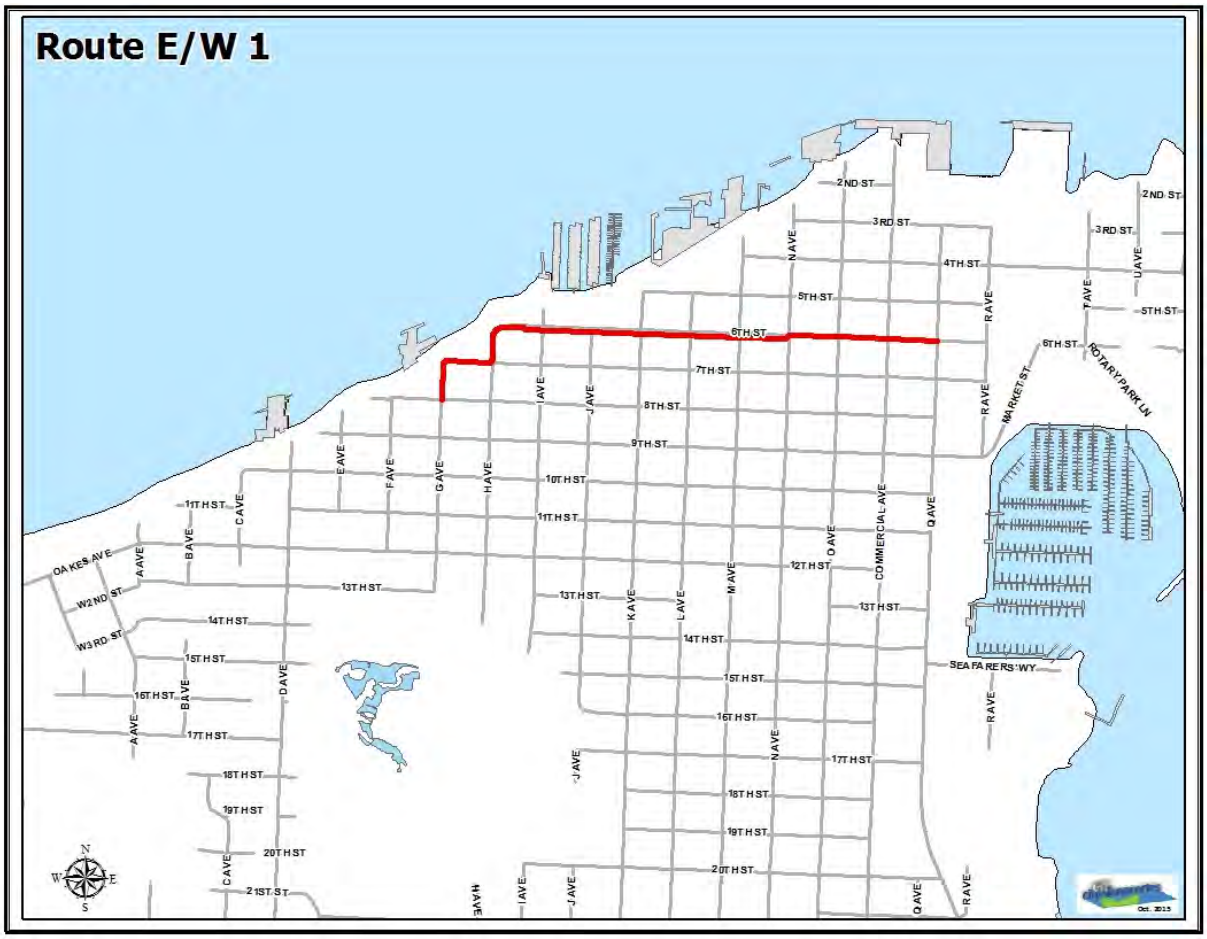
b. Detailed Route Descriptions

East/West Routes *Note: All routes are described from east to west.*

6th Ave

Begin from intersection of 6th Street and Q Avenue. Travel west on 6th to join multimodal bike/pedestrian walkway on south side of 6th Street. Continue west 6 blocks to H Avenue (at this point the future trail would follow the shoreline rail bed to Ferry Terminal Road). Turn left. Travel south one block on H Avenue to 7th Street. Turn right. Travel west one block to G Avenue. Turn left. Travel one block south on G Avenue to 8th Street (N-S stop) to join Route 8 and then Route 12 to the Washington State Ferry and Washington Park.

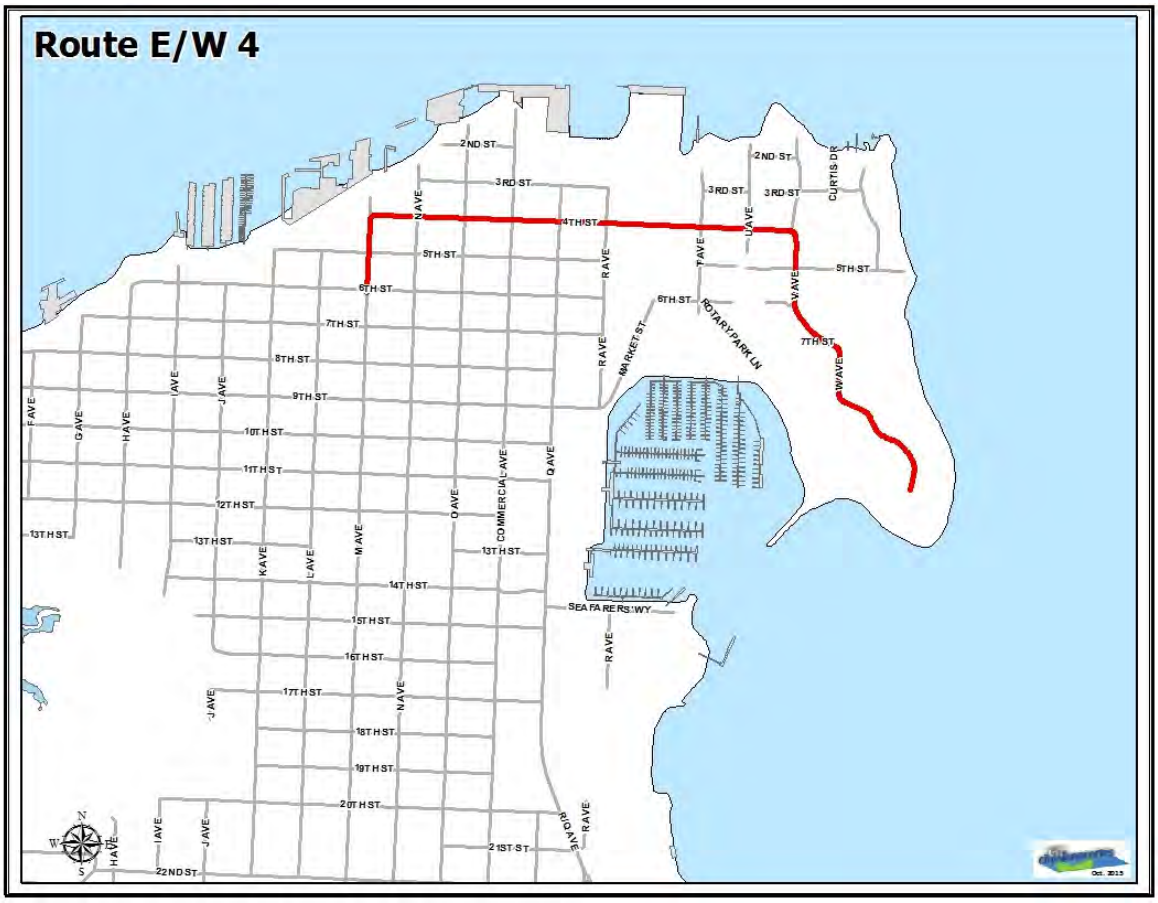
Points of interest include the downtown shopping district, the Guemes Ferry terminal and Kiwanis Waterfront Park. At completion the route will include the Ship Harbor Interpretive Preserve, the Washington State Ferry Terminal and Washington Park and will provide scenic views northward across Guemes Channel its entire length.



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. Turn left. Travel west on 4th Street .4 miles to Commercial Avenue. Continue west 3 blocks to M Avenue. Turn left and travel south 2 blocks to 6th Street where it joins Route 1.

This route intersects the Cap Sante 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 N Avenue Park.

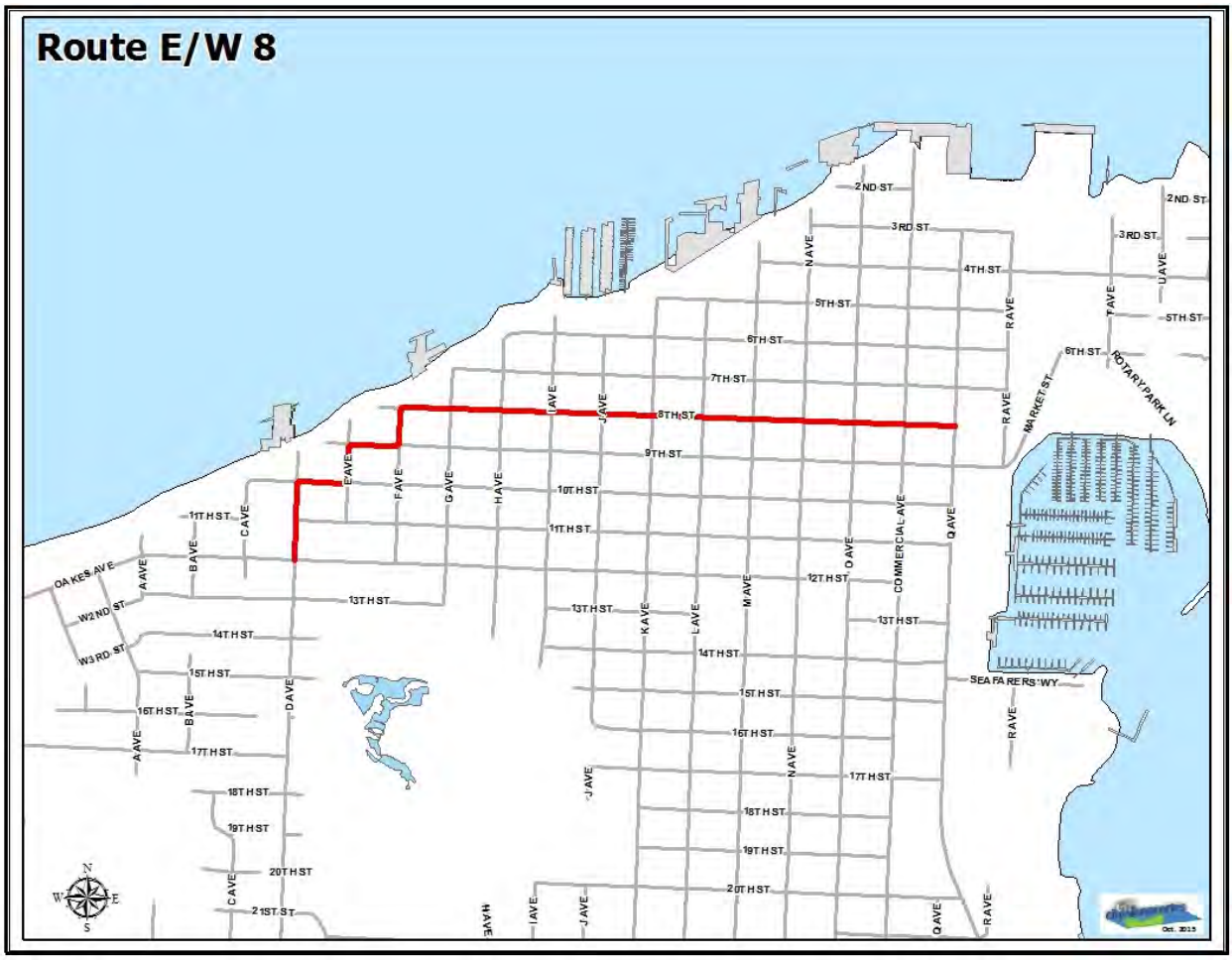
Bicycles share unstriped low traffic volume roadway on the east portion of this route. Challenges include route identification and very narrow winding roadway with poor sight lines to the top of Cap Sante. Stripe/add shoulder on west side of Cap Sante Drive to provide climbing lane for bikes and pedestrians.



USBR 10 (along 8th Street): Begin from east at intersection of 8th Street and Q Avenue. Travel west on 8th Street to F Avenue and 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. Turn left. Travel south on D Avenue two blocks to 12th Street where there is a 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 spectacular views to the west after cresting at G Avenue. Route grade is extremely gradual.

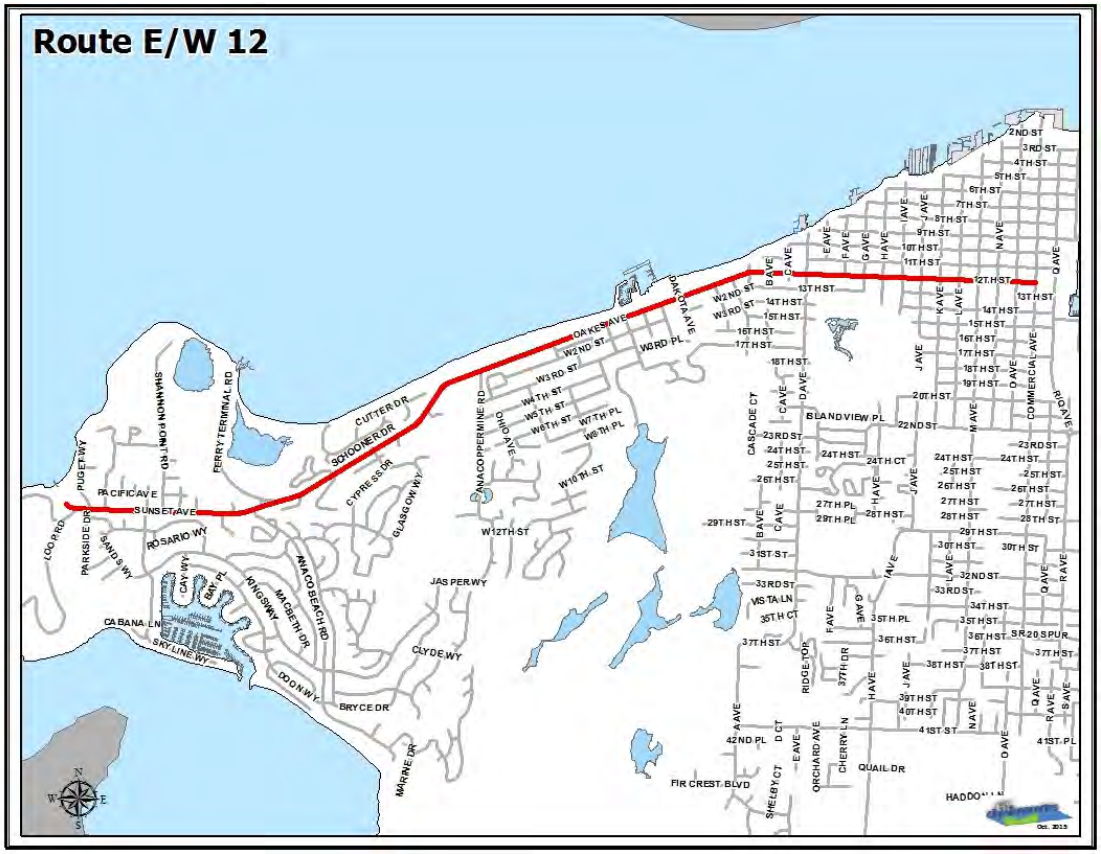
Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks both sides the entire length of this route (not all ADA accessible) except for one block each on E Avenue and D Avenue. Challenges are mostly route identification. Proposed solution: Sign or pavement-mark the route at key intersections and at turns.



Route 12 (becomes USBR 10 at 12th & D, and west on Oakes to Ferry Terminal Road): Begin from east at intersection of 12th Street and Commercial Avenue (pedestrian activated signal). Travel west on 12th Street to D Avenue (pedestrian activated signal) at which point it becomes Oakes Avenue. Continue west on Oakes Avenue 2.3 miles to signal bear left through signal onto Sunset Avenue and continue west on Sunset Avenue to Washington Park entrance.

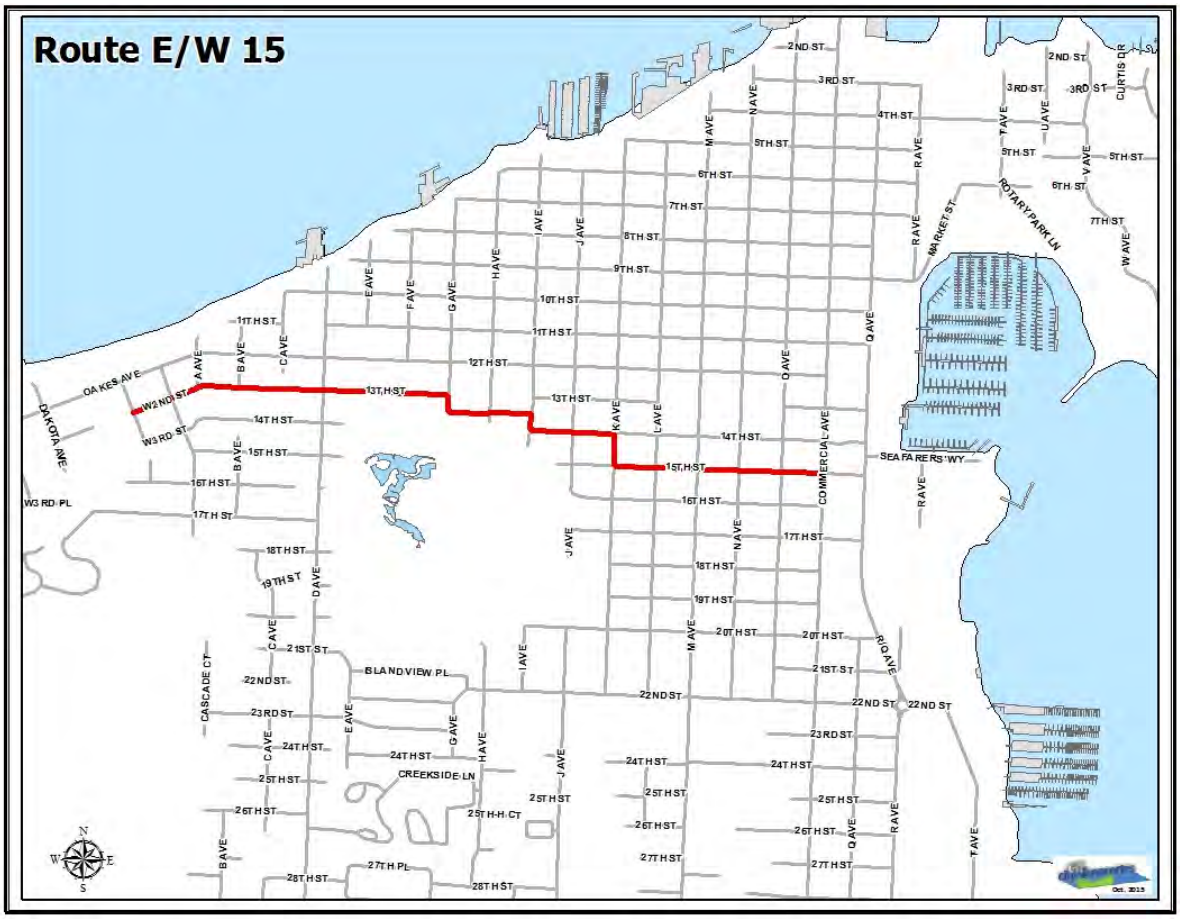
This route intersects designated North/South routes at Commercial/O Avenue, M Avenue, Anacopper Road, Anaco Beach Road and Skyline Way. It travels on the striped and sometimes narrow shoulders of a high volume arterial (SR20Spur) to Ferry Terminal Road, then on marked bike lanes on Sunset Avenue. This scenic but trafficked route is mostly level with gradual grades except for a moderately steep descent westbound on Sunset Avenue.

Challenges on this heavily used route include narrow shoulder on 12th Street particularly between Commercial Avenue and D Avenue with narrow points along Oakes. Proposed solution: Shoulder optimization to best manage the marginal shoulder with repaving/striping on 12th Street. Striped shoulder / bike lane markings are needed through the transition from Oakes Avenue to Sunset Avenue. Also need camera-type bicycle signal activation at D and at the Ferry Terminal Road crossing.



Route 15 (15th Street): Begin at intersection of 15th Street and Commercial Avenue. Continue west on 15th Street to L Avenue. Turn right and travel to 14th Street. Turn left and travel to I Avenue. Turn right and travel north on I Avenue one half block to gravel alley. Turn left. Travel west one block on alley to Volunteer Park. Travel west on 13th Street to D Avenue. Continuing on 13th/ West 2nd to Baltimore Rd where the route ends. If you find the narrow trail, and with a bit of route-finding you can proceed west on west 2nd all the way to Anacopper Mine Road.

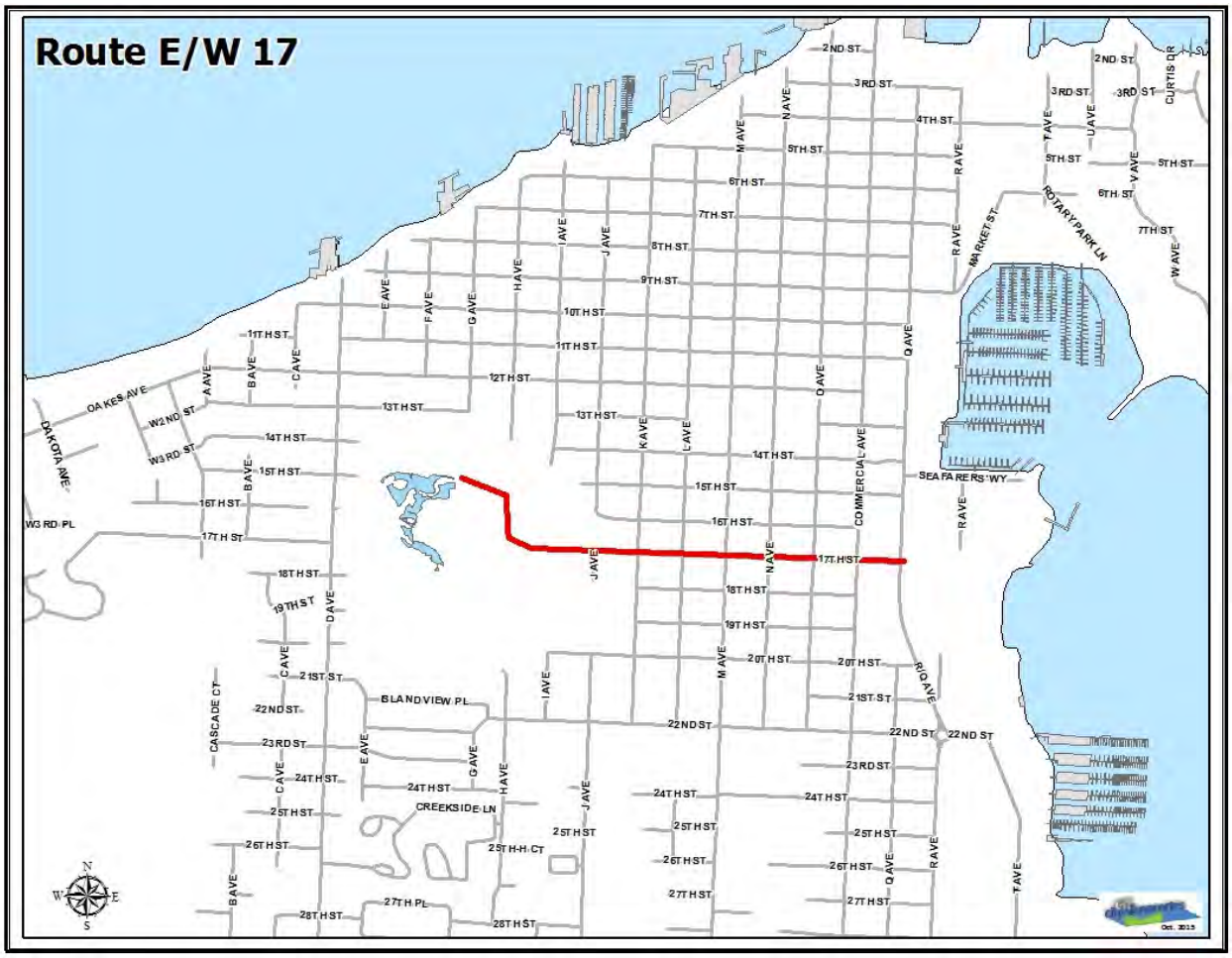
Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on both sides from Commercial Avenue to K Avenue (not all ADA accessible), then share the roadway with vehicles west of that until Volunteer Park where sidewalk resumes on south side of 13th Street west to D Avenue. Challenges include the often heavily travelled Commercial Avenue crossing and the lack of a paved through connection on W 2nd. Proposed solution: Activated beacon crossing with Refuge island for cyclists and pedestrians crossing Commercial. Consider rerouting to 14th to stay on public streets for the Commercial crossing.



Route 17 (17th Street): Begin from east at intersection of 17th Street and Tommy Thompson Trail. Travel west to the Anacortes High School parking lot at J Avenue (stop). Pedestrian access continues through grass fields at Smiley's Bottom to Volunteer Park and athletic fields.

This route intersects designated North/South routes at Tommy Thompson Trail, Commercial Avenue and M Avenue. Route is level from Tommy Thompson Trail to O Avenue, then climbs with increasing grade to the high school.

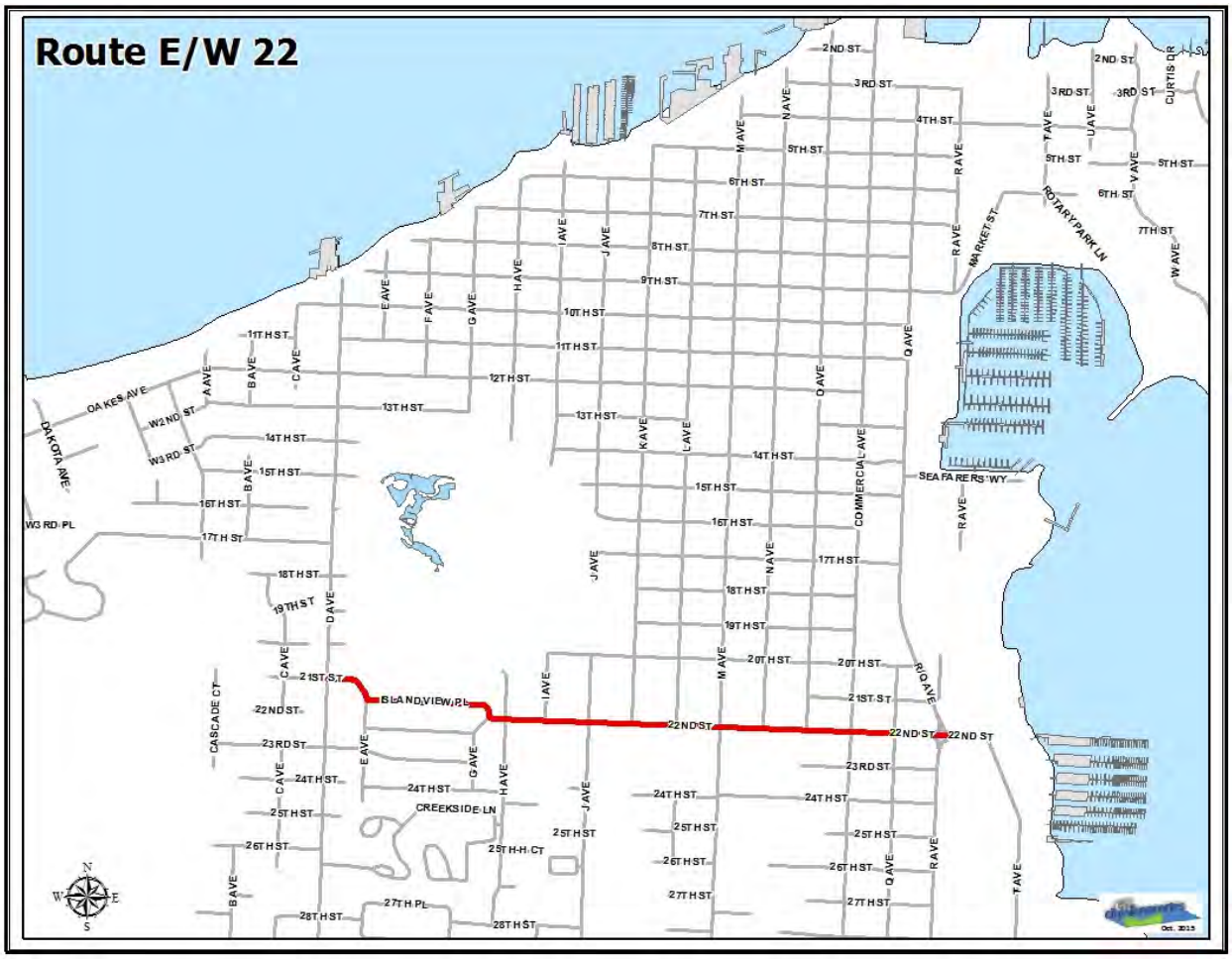
Future improvements include camera type bicycle signal activation at Q Avenue and Commercial Avenue crossings and paved access to trail west of high school (Smiley's Bottom).



Route 22 (22nd Street): Begin at the roundabout intersection of 22nd Street and R Avenue/Tommy Thompson Trail. Travel west on 22nd Street past the Middle School and past the Community Pool at the top of the hill and bear right onto Island View Place. Continue north and west on Island View Place .2 miles to 21st Street. Turn right onto 21st Street. Continue west on 21st Street one block to D Avenue.

This 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), Anacortes Middle School, Fidalgo Pool and Fitness Center and the Senior Activity Center. This is also a major route to Anacortes High School and Island View Elementary.

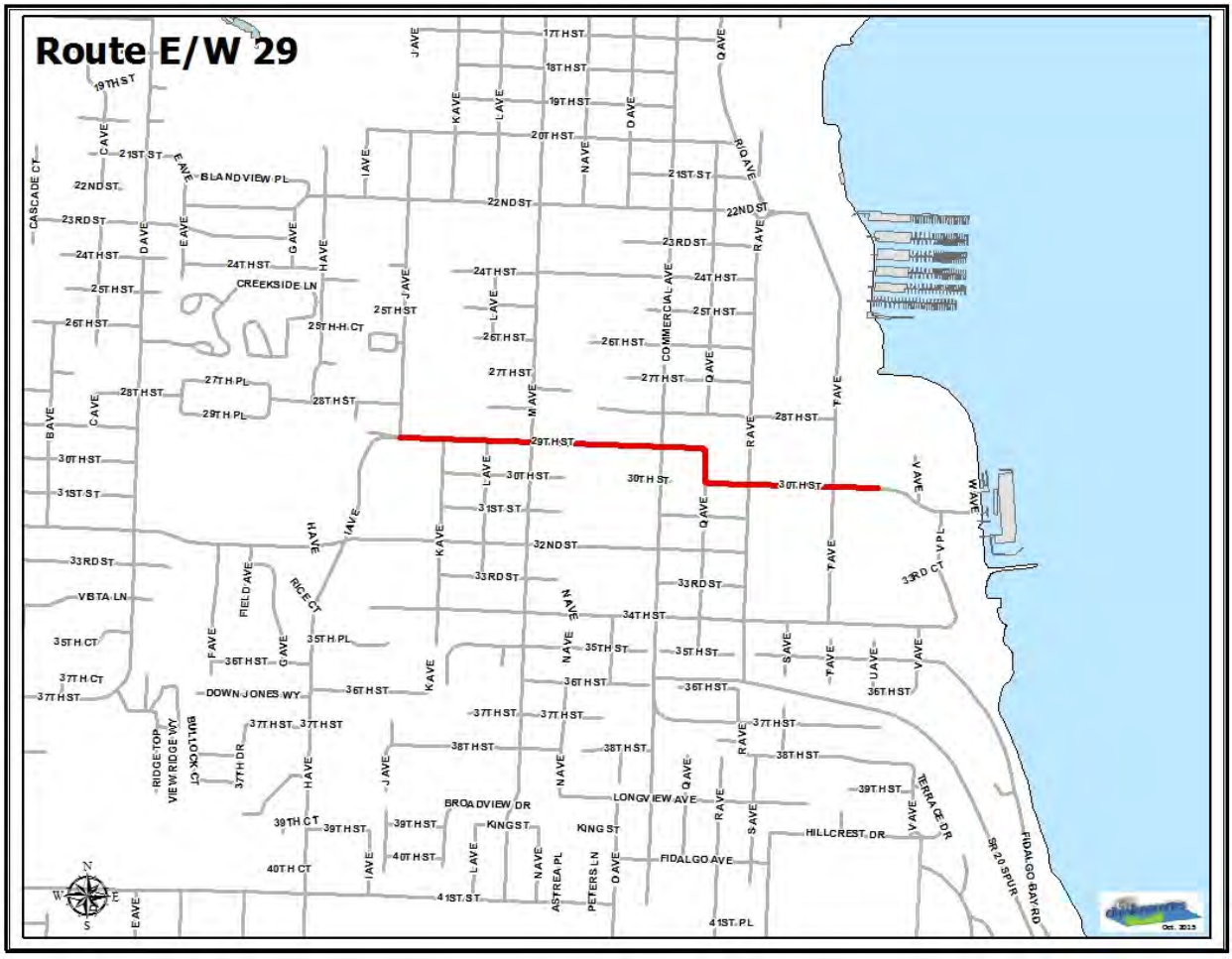
Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on one side between R Avenue and Commercial Avenue, then on both sides west to D Avenue (not all ADA accessible) except where missing on parts of Island View Way. Signage and a camera type bicycle signal activation to Commercial Avenue crossing are potential improvements.



Route 29 (29th/30th Streets): Begin from east at intersection of 30th Street and Tommy Thompson Trail. Travel west to Q Avenue. Turn right and travel one block to 29th Street. Turn left. Travel west to J Avenue.

This route travels on low traffic industrial streets east of R Avenue, then low traffic residential streets. Busy crossings exist at R Avenue and Commercial Avenue; a beacon crossing is available mid-block for the R Avenue crossing. Route climbs gently from east to west.

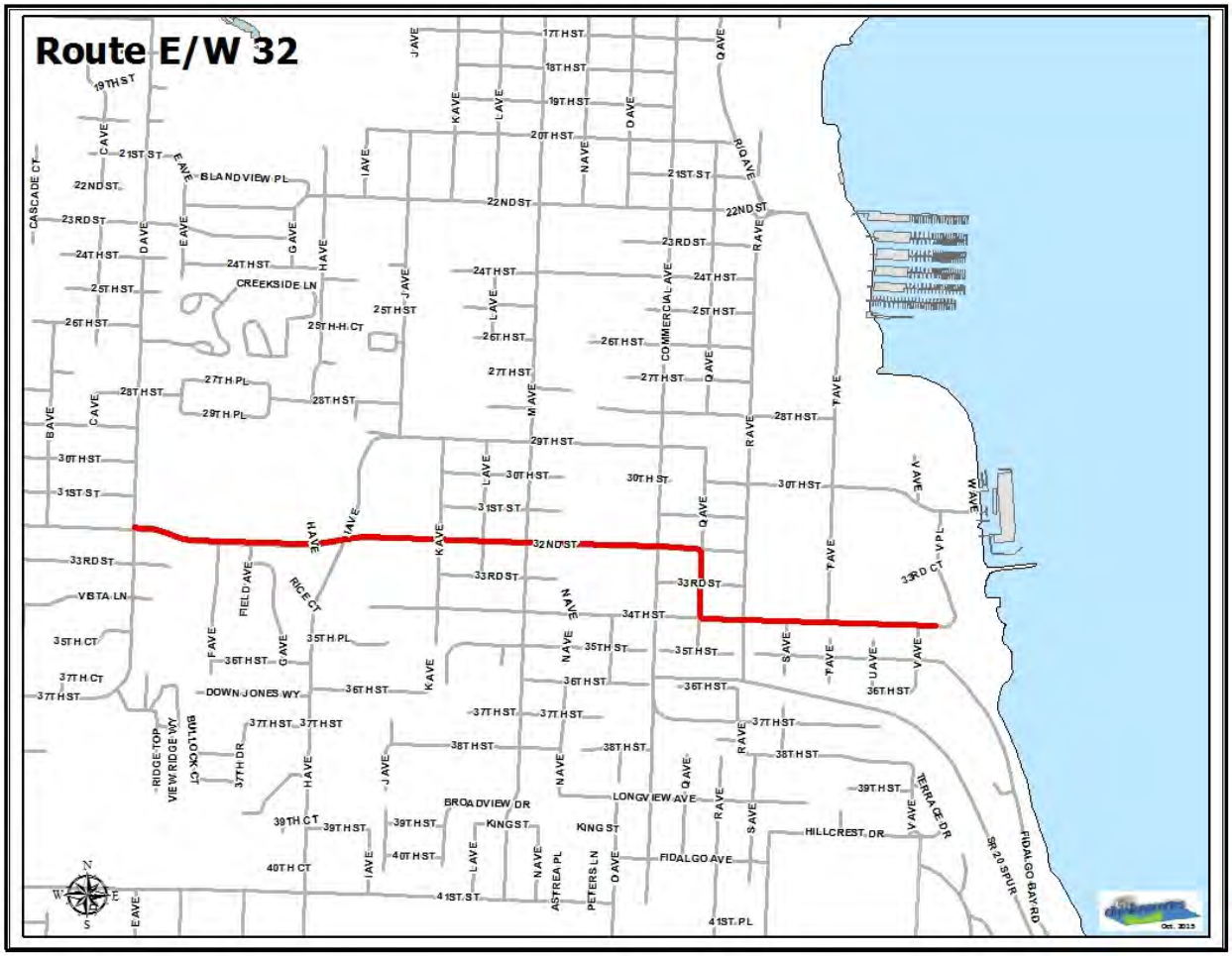
This is the main pedestrian access to Island View Elementary from the east. The next through street is 22nd Street seven blocks to the north. Challenges include crossing high traffic at Commercial Avenue. Proposed solution: Activated beacon crossing at Commercial Avenue.



Route 32 (32nd/34th Street): Begin from east at intersection of 34th Street and Tommy Thompson Trail. Travel west to Q Avenue. Turn right. Travel north on Q Avenue two blocks to 32nd Street (N-S stop). Turn left. Travel west on 32nd Street to D Avenue (E-W stop).

This route 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 moderate climb between Commercial Avenue and I Avenue.

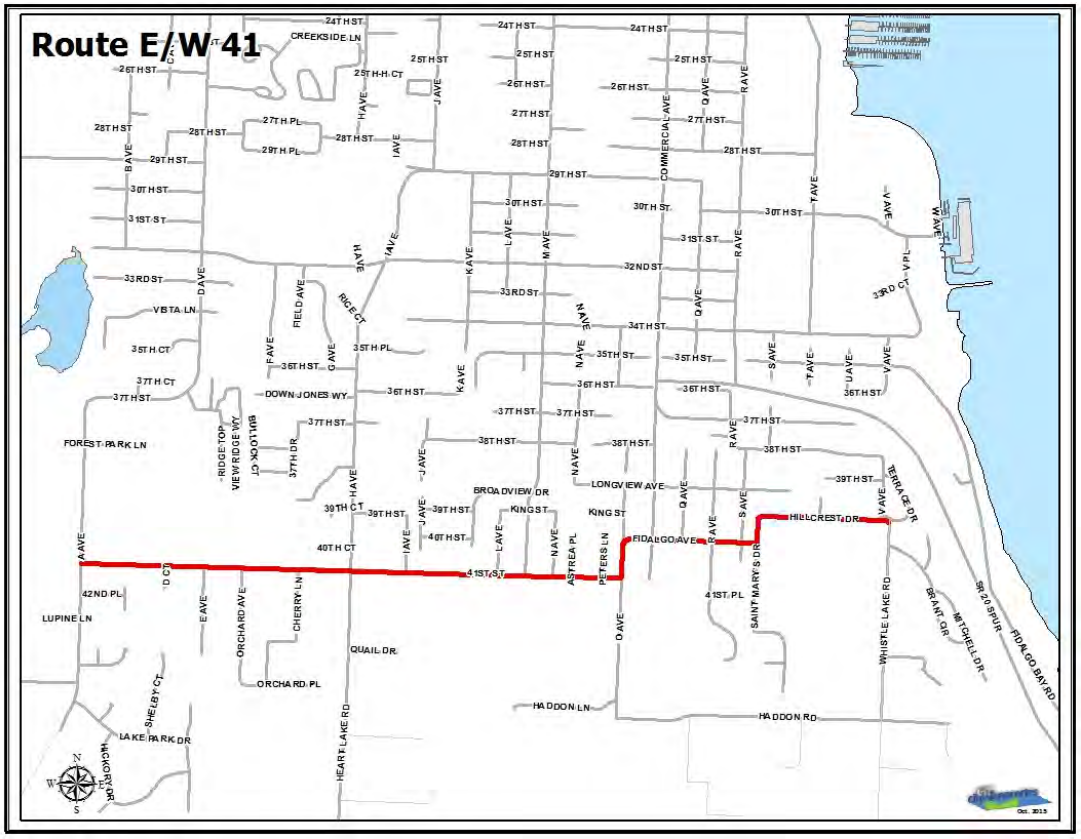
Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on both sides (not all ADA accessible) west of Q Avenue but share the roadway with vehicles east of that. A new activated beacon crossing at the half-block between 34th and 33rd on R Avenue significantly mitigates crossing danger as does the pedestrian signalized crossing at Commercial Avenue at 32nd. A traffic calming intersection at 32nd and M Avenue presents some concerns for cyclists but is safe for non-motorized use. Challenges include the heavier volumes on 32nd St. Proposed solutions: add camera-type bicycle signal activation to Commercial Avenue crossings and increase shoulder striping near M Avenue.



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. Turn right. Travel west on Fidalgo Avenue .2 miles to Commercial Avenue. 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 to A Avenue.

This route travels on low traffic residential arterial streets. Route is relatively flat except for the extremely steep hill between Heart Lake Road and A Avenue (separated 8-foot wide trail available for walking up the steep hill).

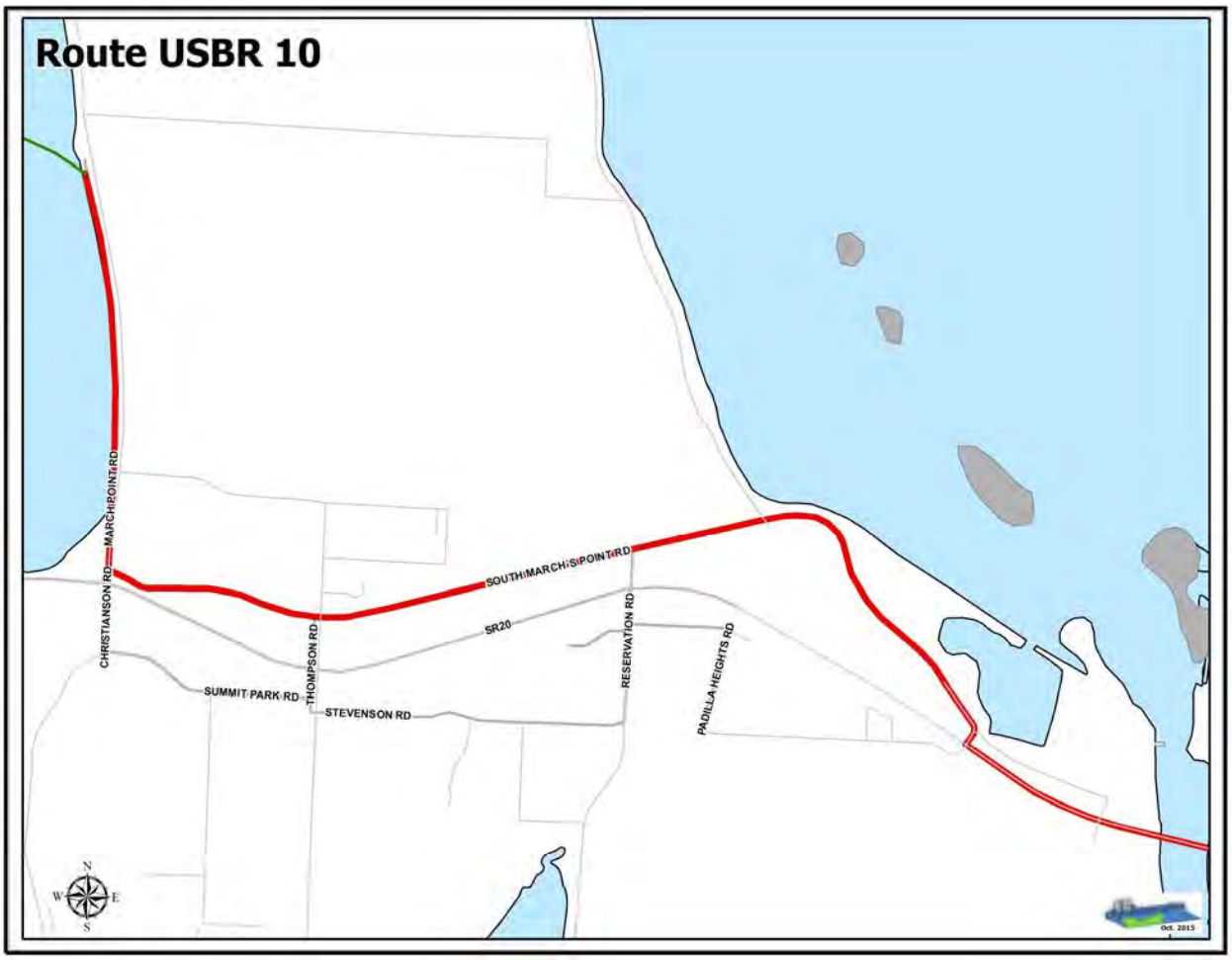
Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on one side (not all ADA accessible) the entire length of this route except where sidewalks are present on both sides directly in front of Mt. Erie Elementary School. Challenges on this route include the lack 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. Consider improving the south side of 41st with a sidewalk from H to O Avenues.



USBR 10 /March Point Rd from Berentsen Bridge to the Trestle: Begin at the Berentsen Bridge Bike/Ped Trail (protected 2-way lane on the north span of SR20/Berentsen Bridge over the Swinomish Slough). The route follows South March Point Rd north and then west from SR20. In 2.4 miles turn right at South March Point Rd. Travel north on West March Point Road for 1.0 miles to the junction with the Tommy Thompson Trail at the trestle.

This important interstate cycling route is used heavily by commuting, tourist and recreational cyclists. These are largely unimproved industrial roads, most with narrow striped shoulders (less than two feet). Traffic varies from light to fairly heavy depending on the timing of truck traffic and shift-change traffic from the refineries and casino / gas station traffic at the junction of Casino Rd and S March Point Rd.

Challenges on this section are largely a function of crossing traffic not easily seeing bicycles, road width and road condition. In particular the traffic exiting SR20 Westbound and turning in 50' on Casino Rd can be difficult. Truck/bike accidents have occurred at the Thompson Rd intersection and several near misses have occurred at the exit from W March Point Rd onto the trestle (Tommy Thompson Parkway). Improvements to this section should be considered with any development occurring along S March Point Road (objective is to attain a 4' shoulder, both sides). Improved warning signage at Casino Rd, Reservation Rd, Thompson Rd and at the Trestle entrance would help mitigate the problem, as would extending the protective barrier for the bridge bike lane 50' to the junction with Casino Rd. The Swinomish Nation is working on a proposed improvement to the SR20 intersection that would move the non-motorized crossing of Casino Rd to the east at a spot with better sight lines (this requires a paved pathway from the bridge to Casino Rd).



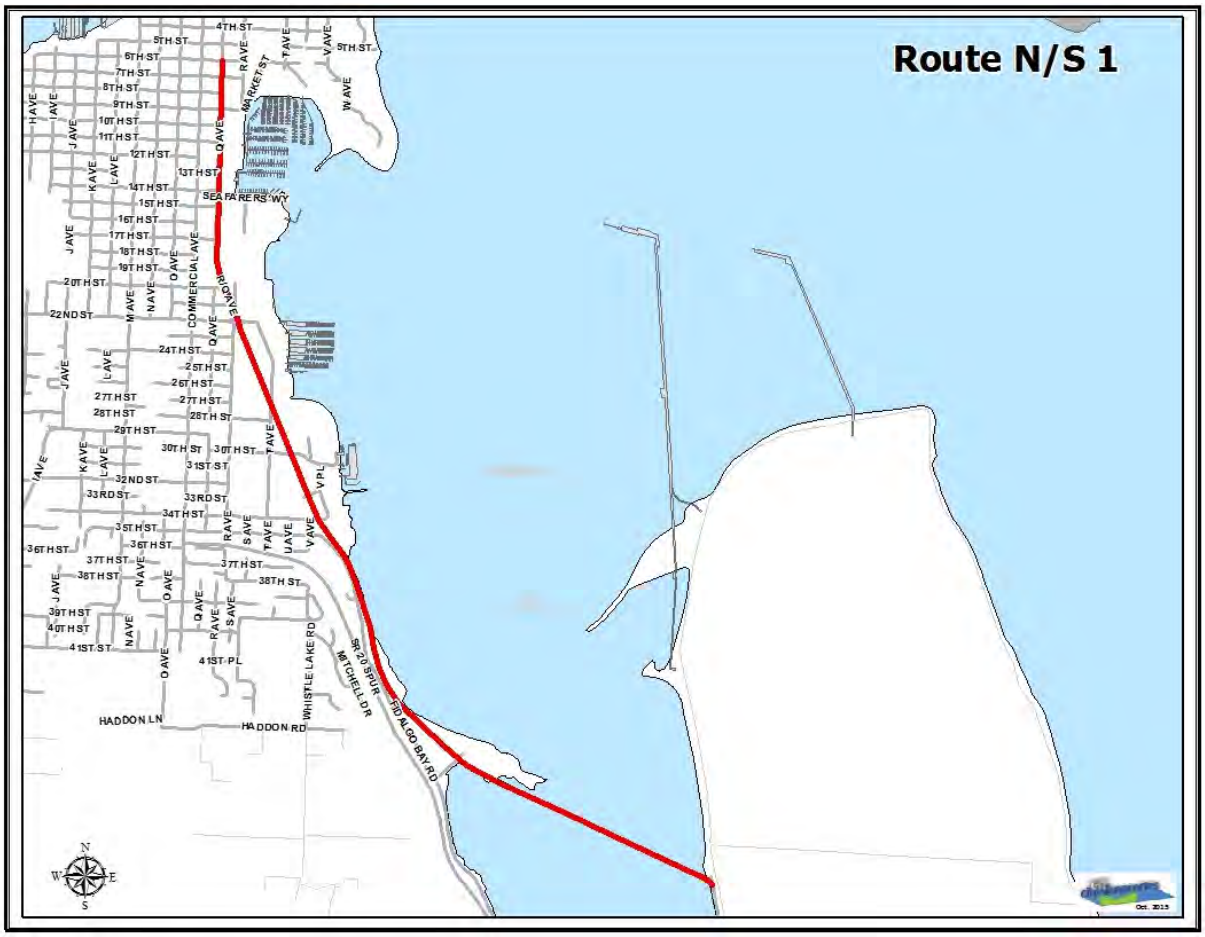
North/South Routes

Note: All routes are described traveling south to north.

USBR10/Route 1 (Tommy Thompson Trail): The Tommy Thompson Trail begins from south at intersection of Tommy Thompson Trail and West 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 provides a safe and scenic flat off-grade parkway between March Point and downtown Anacortes.

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 and the fact that 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.



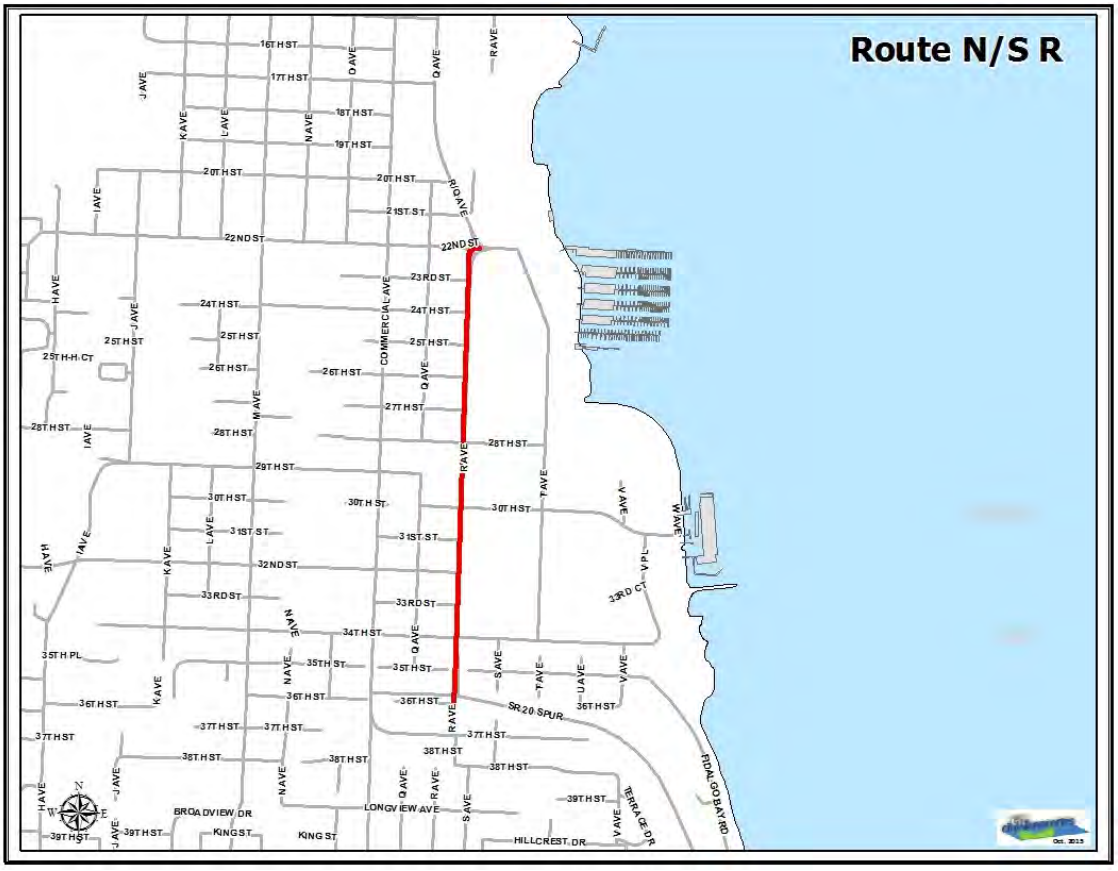
Route Q (Q Avenue from 34th to 22nd): This bike boulevard begins at 34th & Q and travels north on a quiet residential street. Crossing 32nd at Q (N-S stop). Continue with favorable stop signs to 29th, follow dirt pathway to 28th, continue on Q to 22nd (all E-W traffic has stop signs).

This pleasant route along very quiet residential streets is an excellent connection between the 34th St route and the TTT via the roundabout at 22nd and R. The route is parallel to busy Commercial and R Ave yet experiences little traffic. It has a natural calming feature with the street interruption between 29th and 28th. Improvements: a 6 to 10 foot wide paved non-motorized path along the Q Ave right of way between the Community Garden and the Bowling Alley would enhance the use of this route. Route signage would make this less of a secret link. Bike–Ped Crossing signs or a 3 way stop at 28th and Q would slow 28th St traffic at the crossing.

Route R (R Avenue, not a preferred route): Begin from south at intersection of SR20 Spur and R Avenue (note: signalized SR 20 Spur pedestrian crossing exists for N-S foot and bike traffic from south R Avenue). Travel north .8 miles on R Avenue to 22nd Street. Merge with Tommy Thompson Trail (Route 1) 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 steep grade at the south end.

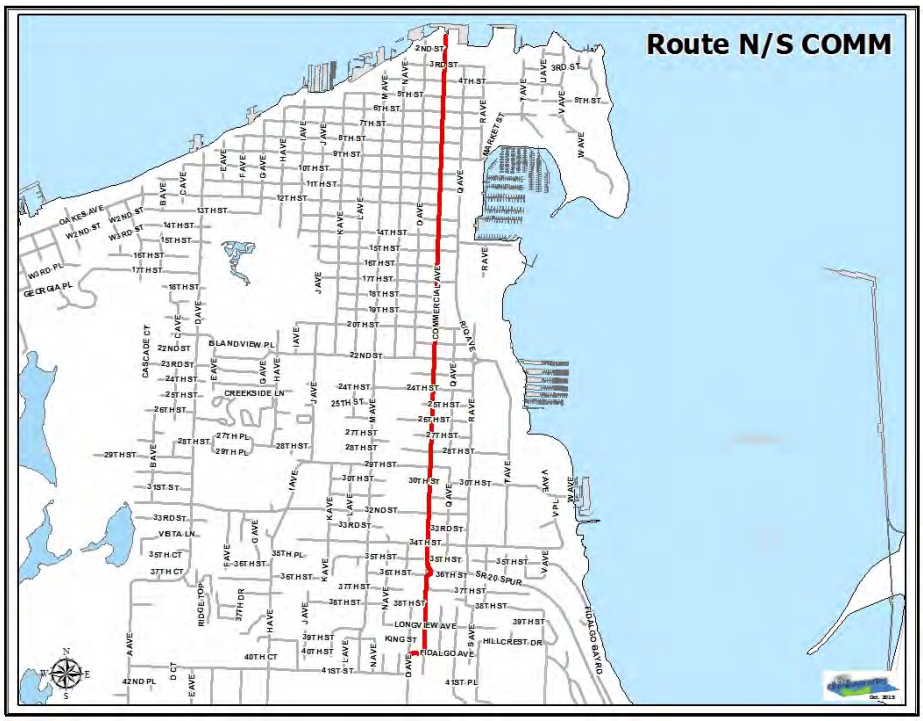
Bicycles share unstriped roadway with other vehicles on this route. Challenges include a four-lane arterial with 35 mph traffic and no shoulder. Proposed solution: Convert existing sidewalks to 10-foot wide off-grade multi-use paths on both sides of R Avenue. This would provide a safe through route for both cyclists and pedestrians as well as providing collectors for enhanced crossings at 34th Street, 32nd Street and 30th Street. Now that there are active crossing beacons at 33.5 and 30.5, shared use sidewalks could prioritize connections to these Xings.



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 pedestrian activated signals at 32nd, 22nd, 17th and 12th 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.

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 retail businesses in Anacortes.

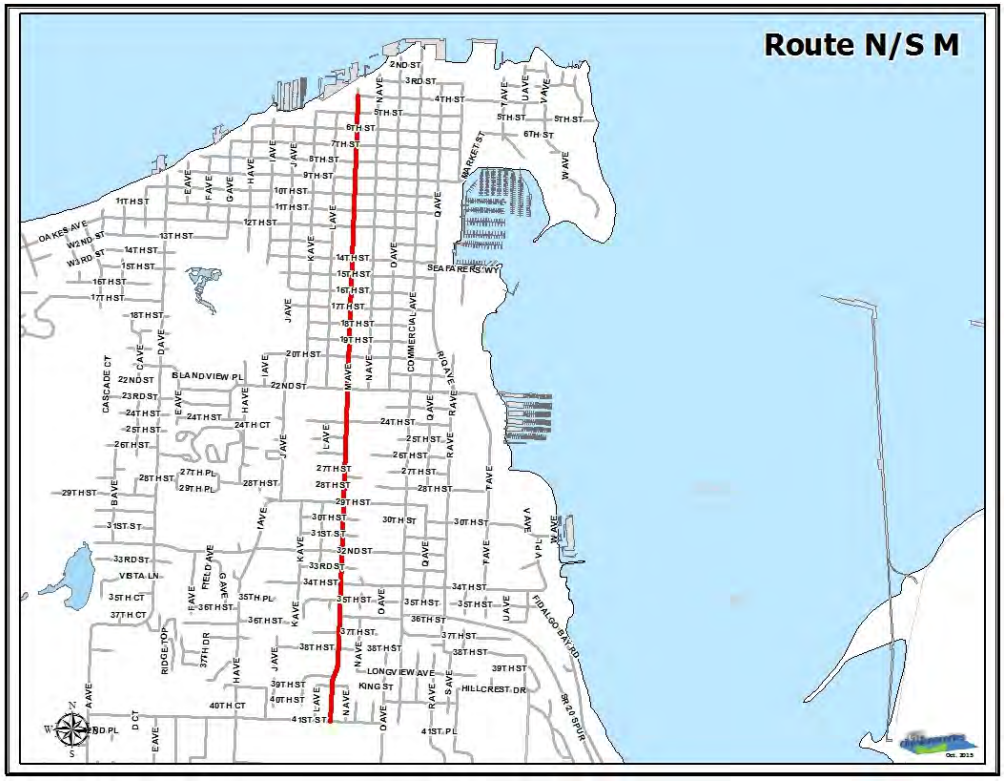
Bicycles share the roadway with other vehicles the length of this route. Pedestrians have sidewalks on both sides (not all ADA accessible) from 36th Street (roundabout) north but share the roadway with bicycles and vehicles between 36th Street and Fidalgo Avenue. Challenges on this route include high traffic volumes with frequent turns and parking on both sides of the street in most locations. Proposed solution: Stripe bike lanes or shared shoulder the length of Commercial Avenue in both directions including a striped bike lane for southbound travel from 38th Street to Fidalgo Avenue and sharrows for north bound bike traffic in same area.



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, Anacortes Middle School, Whitney Elementary School, Anacortes Community Theater, Anacortes Public Library and Anacortes Museum.

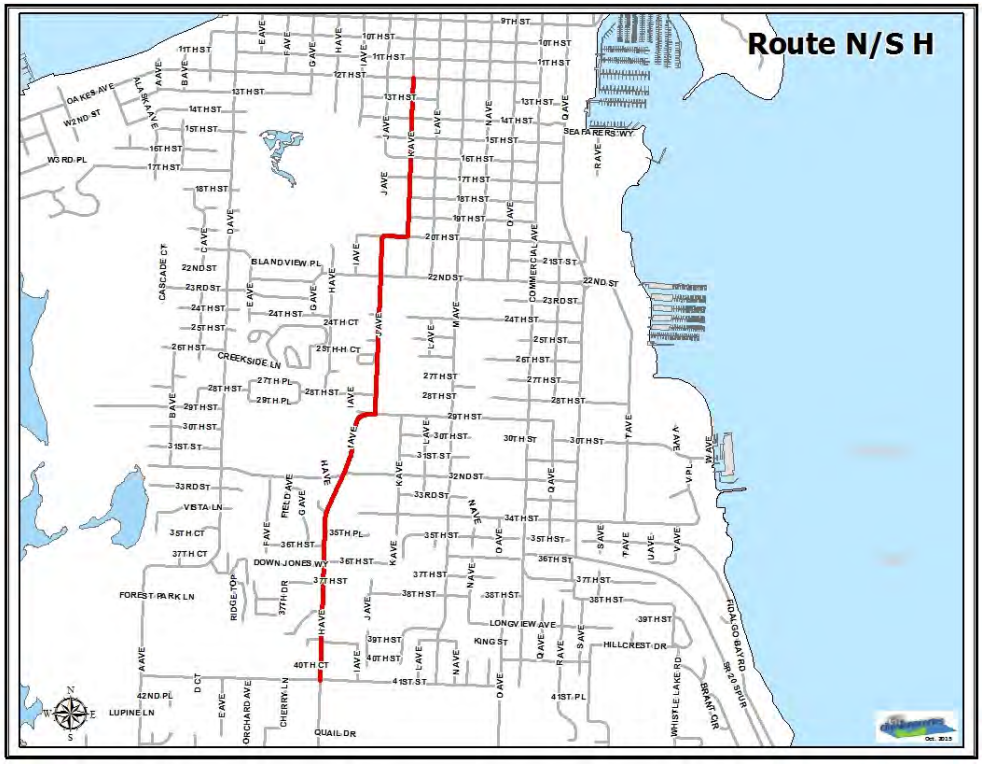
Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on both sides the entire length of the route. Challenges include wandering vehicle traffic and on street parking surrounding the hospital and adjacent medical offices and in the school zones. Proposed solution: Stripe bike lanes both directions between 22nd Street and 29th Street. Stripe shoulders between 29th Street and 32nd Street. Add an active beacon at the 32nd Street crossing, improving safety for NS foot traffic without creating a new bicycle hazard. Add camera-type bicycle signal activation to 12th Street crossing.



Route H (H Avenue / J Avenue / L 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). Turn right on 22nd Street. Travel east 2 blocks. Turn left on L Avenue. Continue north on L Avenue eight blocks to 14th Street (N-S stop). Travel north 2 blocks to 12th Street (N-S stop). Take crosswalk if needed. Continue north 3 blocks to 9th St (N-S stop). Continue north 4 blocks to 5th.

This route intersects designated East/West routes at 41st Street, 32nd Street, 29th Street, 22nd Street, 17th Street, 15th Street, 12th Street, 8th Street and 6th Street 12th Street. It travels on low traffic residential streets and sub-arterials 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.

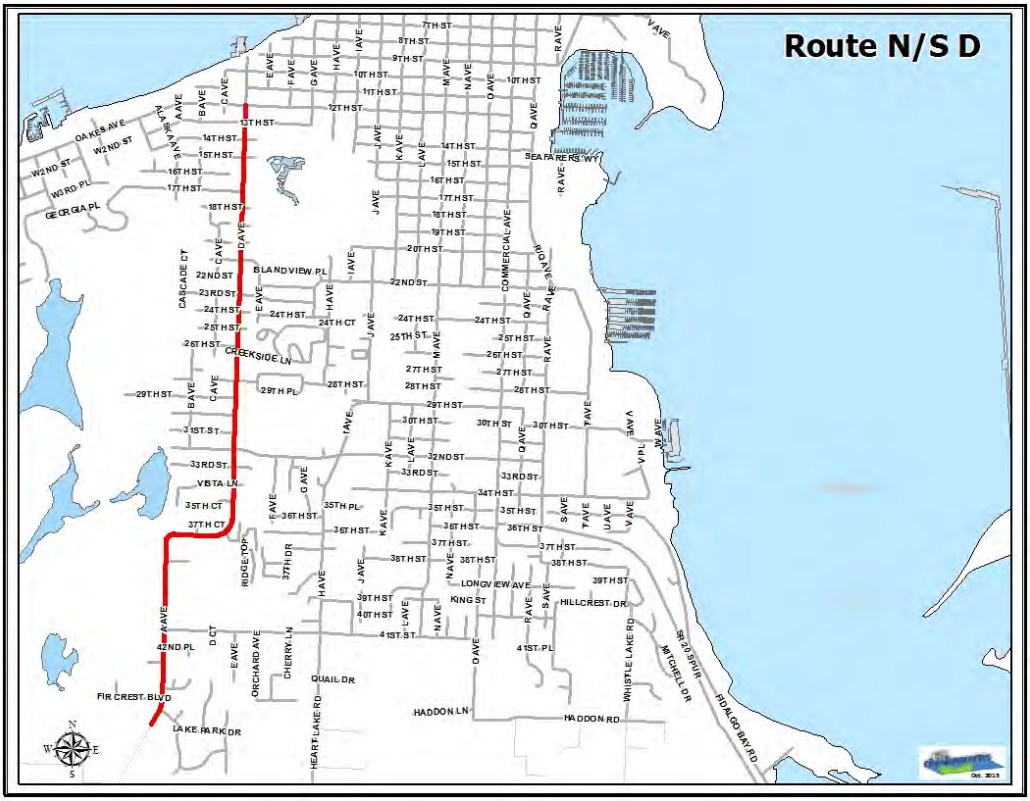
Bicycles share unstriped roadway with other vehicles on this route except on H and I Avenues, which have marked bike lanes in both directions. Pedestrians have sidewalks both sides except for I Avenue. Challenges on this route are few. The stop signs at 9th and 14th Street could be flipped to encourage N-S travel and the crossing at 12th could be two sided, activated by button or bike camera.



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 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. Use camera type bicycle signal activation for cyclists turning left, especially for D Avenue left onto westbound 12th Street and eastbound 12th left onto D Avenue.

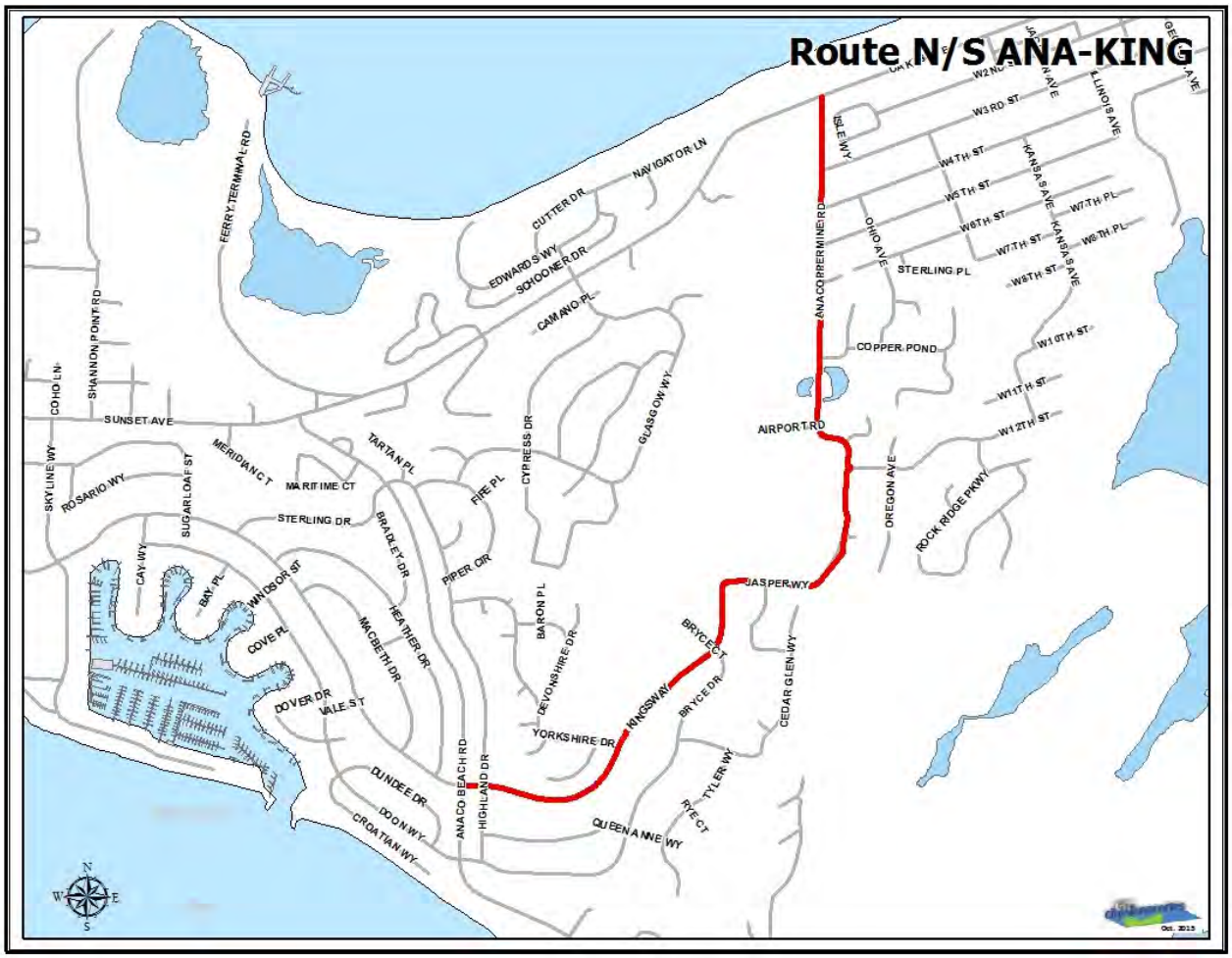


Route Ana-King (Anacopper/Kingsway): Begin from south at intersection of Kingsway and Anaco Beach Road. Travel northeast on Kingsway, which becomes Jasper Way, which becomes Pennsylvania Avenue, 1 mile to roundabout. Continue through roundabout left onto Pennsylvania Avenue which wraps right to become 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.

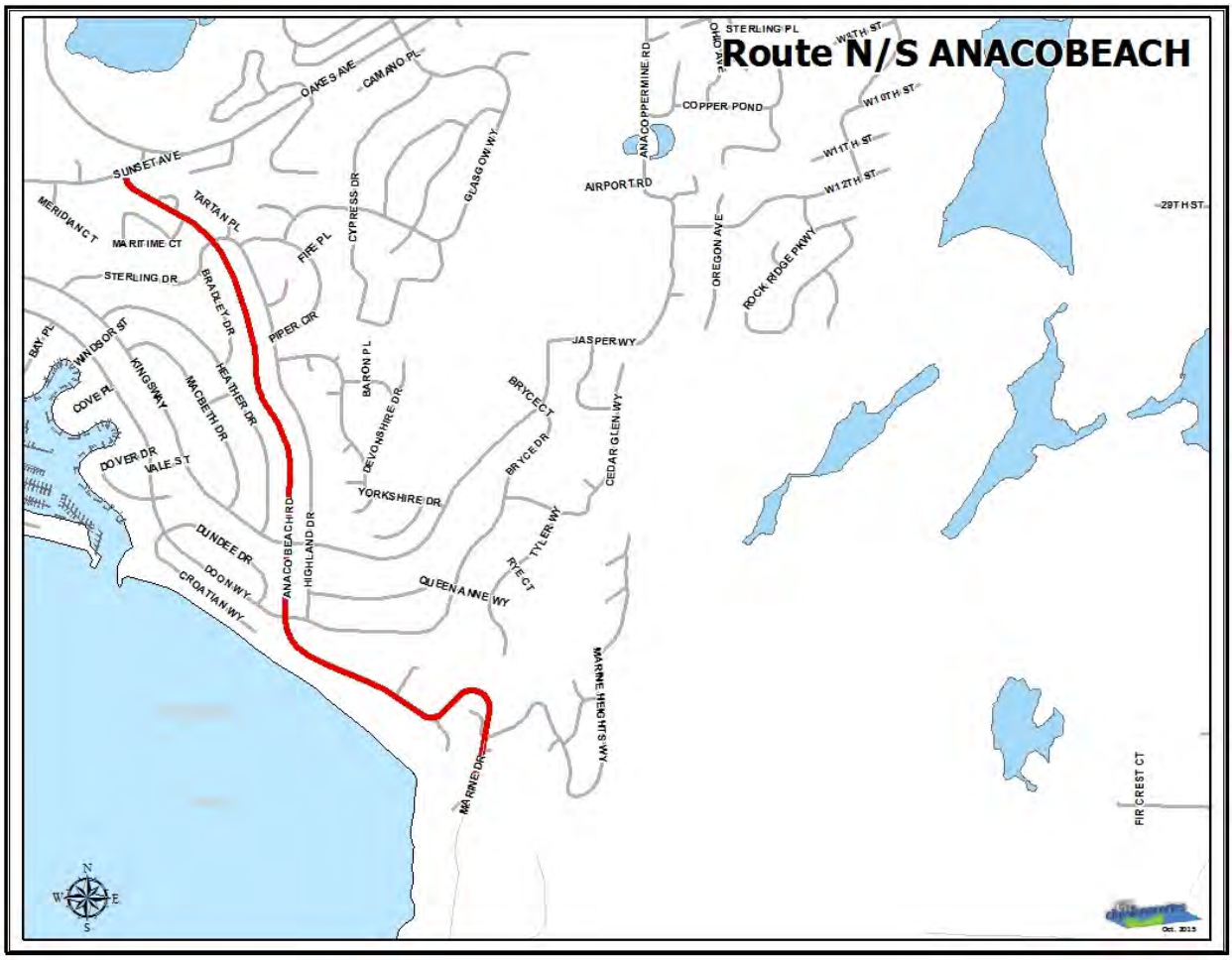
Bicycles share unstriped roadway with other vehicles on this route except on Pennsylvania Avenue which has striped bike lanes both directions. Pedestrians share unstriped roadway with other vehicles except on Pennsylvania Avenue and Jasper Way which have sidewalk on one side and Kingsway between Bryce Drive and Yorkshire Drive which has sidewalks both sides. Challenges include narrow to non-existent shoulder at the north end of Anacopper Road. Proposed solution: Stripe a climbing lane or uphill-side shoulder on the west edge of Anacopper Road. Another solution would be an off-grade trail along Port of Anacortes airport property paralleling Anacopper. Stripe shoulder on Kingsway from Anaco Beach Road to Yorkshire Drive.

See map labeled **ROUTE N/S ANA-KING** on next page.



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; it is also one of the preferred routes to Whidbey Island and points south. 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.

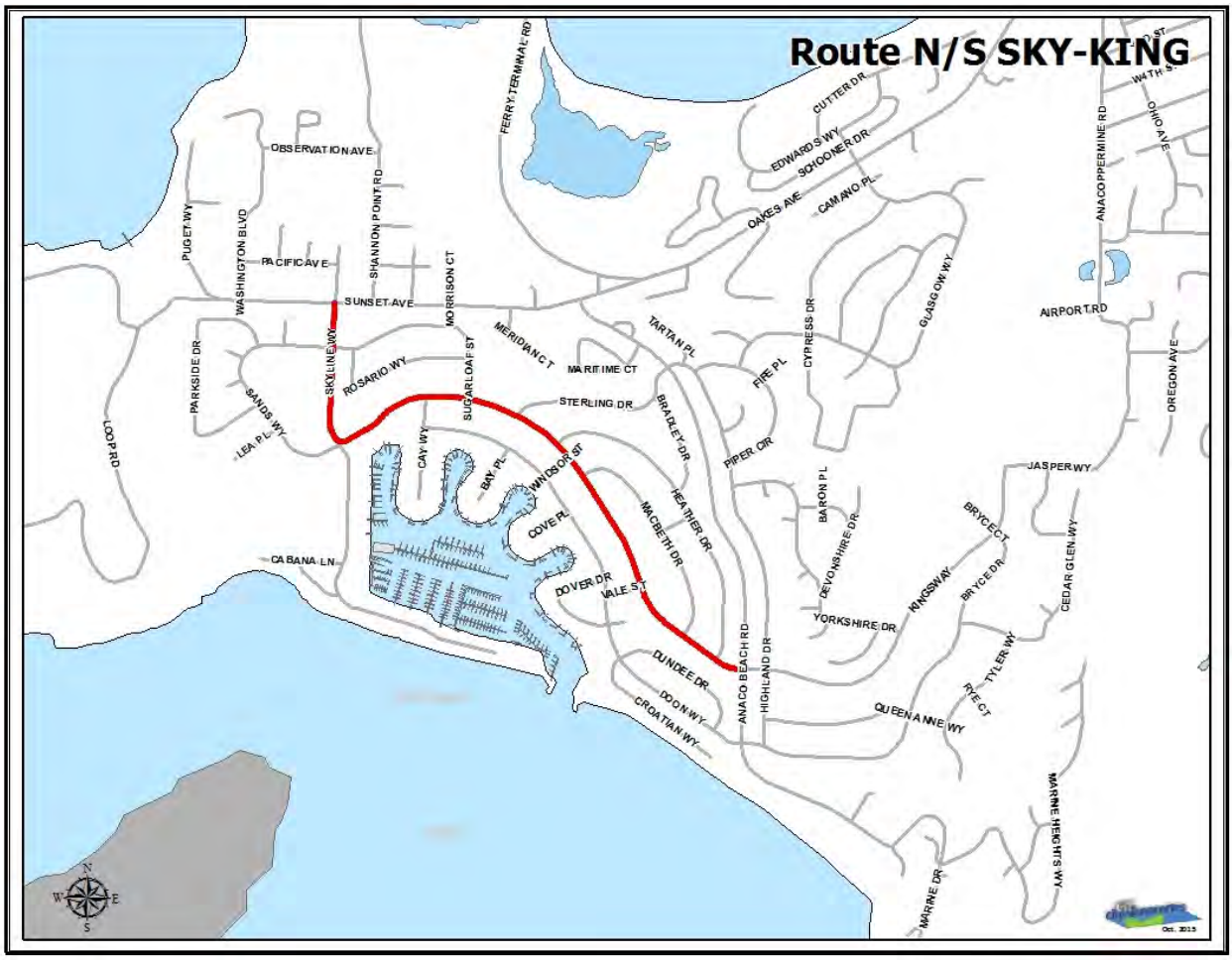
Challenges on this route include narrow shoulders on Marine Drive. Proposed solution: Add shoulder width to Marine Drive, keeping lanes narrow.

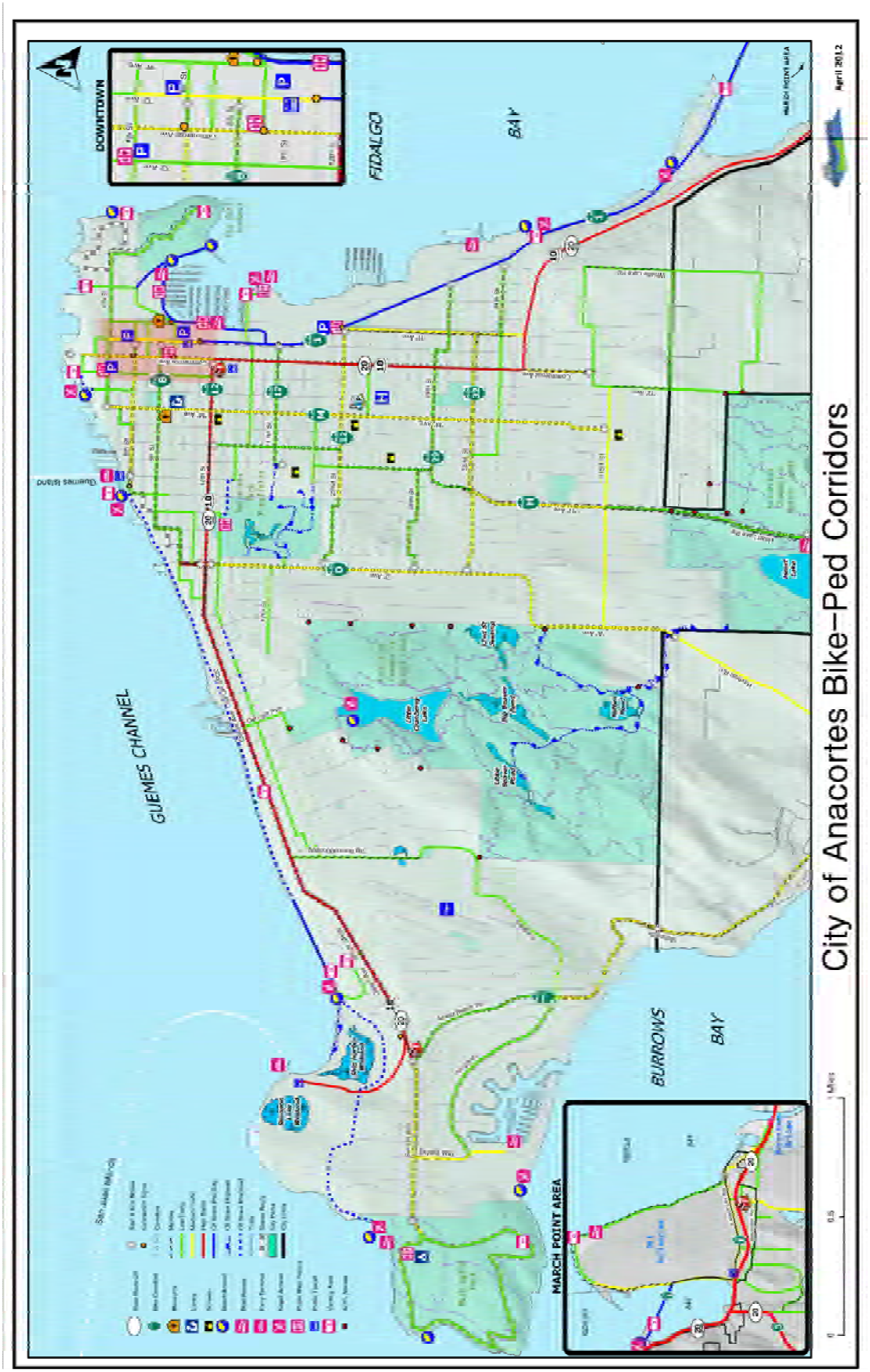


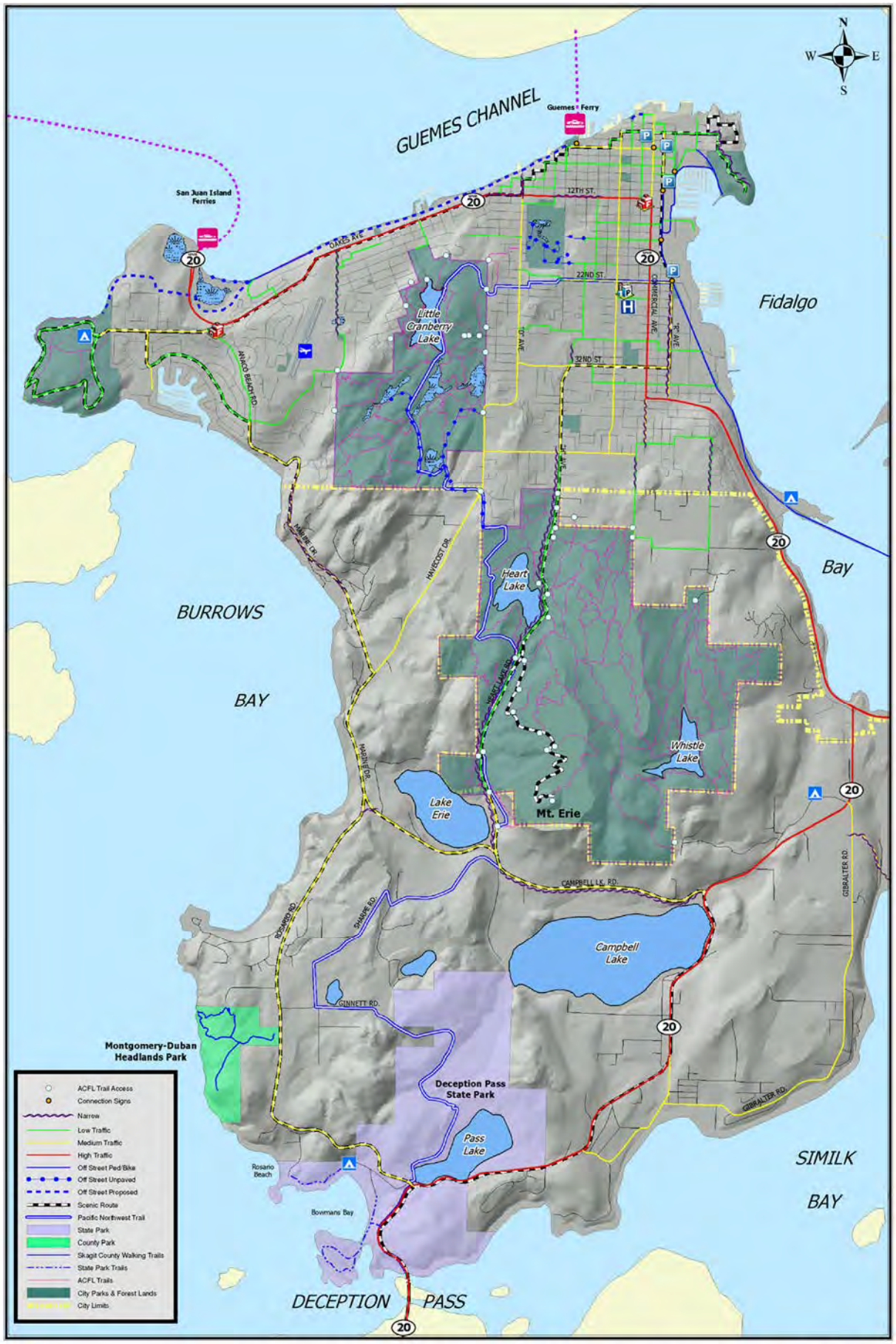
Route Sky-King (Skyline/Kingsway): Begin from south at intersection of Anaco Beach Road and Kingsway. Travel northwest on Kingsway .9 miles to Skyline Way (4-way stop). Turn right. Travel north .2 miles on Skyline Way to Sunset Avenue (stop).

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 striped 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.




City of Anacortes Bike–Ped Corridors
April 2012
DOWNTOWN
FIDALGO
BAY
GUEMES CHANNEL
BURROWS
BAY
MARCH POINT AREA
Guemes Island
0
0.5
1 Miles



Fidalgo Island - Inter-Urban Routes

December 2011

c. Spreadsheets by Corridor listing features, gaps, suggested mitigations and cost/benefit prioritization

EAST | WEST ROUTES	4	4th Street	Cap Sante>4th>M> 5th>N>6th	Low	Shared Roadway	Cap Sante Lookout, working waterfront, downtown, channel-side parks.	Roadway to Lookout	off-grade path
	6	6th Street	6th&Q to H	Low	Ped/Bike Preferred	Excellent sidewalks, signalize crossing at Commercial.	Route signs needed	Signage
	8	8th Street	8th&R>H to 12th&D	Low	Bicycle Boulevard	Quiet, flat and attractive residential route through Old Town with aligned stop signs, signal at Commercial.	Route signs needed	Signage
	12	12th Street-Oakes Ave.	12&Comm>Oakes> Sunset	High	Arterial w/ Shoulder S	Major arterial linking Downtown to WSFerries and Washington Park.	Narrow Bike Ln on 12th	Optimize Shoulder
	15	15th - 13th - W 2nd Streets	15th>14th>13th>W 2nd	Low	Ped/Bike Preferred	Byway linking Commercial shopping to Vol.Park to west end	Comm Xng, unpaved bits	Active Xing, pavement
	17	17th Street	17&TTT>High School>Vol Pk	Low	Bicycle Boulevard	Low traffic link with signalized crossing at Commercial linking TTT / major stores with High School area.	Dead end at Vol. Park	Pathway to D
	22	22nd Street	22&TTT>Is.View>D	Med	Ped/Bike Preferred	Low Spd Arterial connecting Skate Park/TTT to Hospital, Senior Center and D Ave. Signalized Xing at Commercial.	Hospital traffic and parking	Bike sharrow lanes past hospital?
	29	29th&30th	30&TTT>29&Q>I	Low	Bicycle Boulevard	Res. streets with aligned stop signs connects TTT, bowling alley, schools. Good sight lines at major Xings.	No Xings at Comm, R	Activated beacon crossings
	32	32nd&34th	34&TTT>32&R>D	Med	Arterial w/ Shoulder	Major arterial linking TTT all the way to D Avenue. Signal at Commercial.	32&R Xing, M intersection	Needs help at R
	41	41st Street & Fidalgo	Hillcrest&Whistle Lk> Fidalgo>41st&0>A	Med	Shared Roadway	EW arterial with few stop signs. Flat past Mt Erie School with one steep hill from E Ave to A Ave.	Blind narrow roadway from E east	climbing and bike lane striping
NORTH | SOUTH ROUTES	1 TTT	Tommy Thompson Trail	MarchPt>11&Q> 6&Q/R	Low	Off-Grade Multi-Use	Safe and scenic off-grade parkway between March Point and Downtown. A bike/ped highway, on national trail systems.	11&Q to 6&Q obstacles	Stripe roadway and shave bulbs
	R	R Avenue	4&Q>SR20spur&R	High	Shared Roadway	Major NS arterial flanking TTT connects SR20Spur with major stores, City Hall, Shipbuilding.	Higher speed, no shoulder 4 In	Convert sidewalks or lane diet
	Comm	Commercial & O Avenues	1&Comm>41&O; O fm 12 north	High	Arterial w/ Shoulder	Main Street Arterial, SR20Spur connects most of Anacortes shops, stores, hotels and restaurants.	Traffic wanders	Stripe Bike Ln w/ repave
	M	M Avenue	4&M>41&M	Med	Arterial w/ shoulders	Major low speed arterial connecting public schools, library, hospital and police station with signal at 12th.	Traffic wanders	Stripe Bike Ln near MS
	H	H Ave	12&K20&J>I>H>Heart	Low	Arterial w/ Bike Lanes	Arterial with bike lanes connecting Heart Lake Rd to Island View School, High School and Senior Center.	I Ave narrow	Restripe for ped/bike travel
	D	D Ave - A Ave - Havecost	12&D>A>Havecost	Med	Arterial w/ shoulders	Major NS arterial with signal at 12th (SR20Spur). Connects Havecost Road to Old Town.	Lanes tight at 12th Xing	Stripe for bikes at 12th
	Ana-King	Anacopper - Kingsway	Anacopper>Neb.> Penn.>Kingsway	Low	Shared Roadway	Suburban low speed arterial connects Skyline, Rock Ridge, Clearridge, Airport and ACFL western trailheads.	Anacopper narrow, other spots?	Climb Ln for Ana., sharrow?
	Anaco	Anaco Beach - Marine Dr	AnacoBeach>Marine Dr	Low	Arterial w/ Bike Lanes	Quiet arterial with bike lanes connecting Marine Drive to Sunset near WSFerry terminal / SR20Spur.	missing bike lane nr Sunset	Stripe Bike lane nr Sunset
	Sky-King	Skyline - Kingsway	Skyline>Kingsway	Low	Arterial w/ shoulders	Low speed arterial through Flounder Bay - Skyline area; extension of Ana-King	Traffic wanders	Stripe for ADA, ped, bike use
	Scenic	Scenic Tour of Anacortes	Cap Sante to Oakes to WA Park to Mt Erie	Low	Shared Roadway	Historic scenic route linking major viewing parks along with stately homes and neighborhoods, Guemes Ferry.	Driving route with limited shoulder	Signage, ped/climbing lane
			Route Type	Rating	Value	Reasoning for Values:		
			Off Grade Multi-Use	H	7	Very low risk for NM, reduces conflict by separation		
			Bicycle Boulevard (low traffic street w/ ample shoulder)	MH	4	Low traffic volume and speed plus ample room		
			Bike Lane (Arterial w/ striped BL)	MH	4	Lane segregation, traffic can move with less interference		
			Climbing Lane (uphill bike lane one side)	M	3	A bike lane when bikes are slowest; downhill bikes take traffic lane. Use on steep hills.		
			Bikable Shoulder 3'+	M	3	Protective zone for NM co-traffic also valuable for emergency use, breakdowns, wide loads, etc.		
			Sharrow (parking allowed)	ML	2	Adds awareness in a conflict situation.		
			Shared Roadway	L	1	Mixed traffic with no separation or navigable shoulder		

Anacortes Corridor Priority Listing by Project

PROJECTS PRIORITIZED By TOTAL BENEFIT RATIO: High (1to10) MHigh (11to20) MLow (23-53) (Project Priority Key)

								Safety				Connectivity	S&C to Cost Ratio	Comments/Details
Route ID	Corridor Description	Streets	Traffic Vol.	Type	Corridor Features	Significant Gaps	Suggested Fixes	Route ID	Rating Upgrade	Pt of Route	Cost of Improve-ment	Safety Benefit Ratio	Connectivity Value	Total Benefit Ratio	RatingUpgrade=SafetyRatingAfter Fix -- SafetyRatingBefore SBR=$/(FTxRating Upgrade) TBR=SBRxConnValue
														0	
Comm	Commercial & O Avenues	1&Comm>41&O; O fm 12 north	High	Arterial w/ Shoulder	Main Street Arterial, SR20Spur connects most of Anacortes shops, stores, hotels and restaurants.	Traffic wanders	Stripe Bike Ln w/ repave	Comm	3	7000	$25,000	1	1	1	May settle for marked shoulder to avoid 5' rule for bike lanes.
8	8th Street	8th&R>H to 12th&D	Low	Bicycle Boulevard	Quiet, flat and attractive residential route through Old Town with aligned stop signs, signal at Commercial.	Route signs needed	Signage	8	1	5000	$5,000	1	2	2	Route/wayfinding signs at corridor intersections & corners
Comm	Commercial & O Avenues	1&Comm>41&O; O fm 12 north	High	Arterial w/ Shoulder	Main Street Arterial, SR20Spur connects most of Anacortes shops, stores, hotels and restaurants.	Traffic on uphill	Stripe climb lane 38th+	Comm	2	1100	$5,000	2	1	2	Small shoulder for downhill, large striped shoulder for uphill
6	6th Street	6th&Q to H	Low	Ped/Bike Preferred	Excellent sidewalks, signalize crossing at Commercial.	Route signs needed	Signage	6	1	2500	$3,000	1	3	4	Route/wayfinding signs at corridor intersections & corners
M	M Avenue	4&M>41&M	Med	Arterial w/ shoulders	Major low speed arterial connecting public schools, library, hospital and police station with signal at 12th.	Difficult Xing at 32nd	Traffic Calming	M	2	1000	$4,000	2	2	4	Calming technique (poor man's roundabout).
M	M Avenue	4&M>41&M	Med	Arterial w/ shoulders	Major low speed arterial connecting public schools, library, hospital and police station with signal at 12th.	Traffic wanders	Stripe Bike Ln near MS	M	3	1700	$12,000	2	2	5	Formal bike lane for School, Police station block; reduce to shoulder outside school zone
12	12th Street-Oakes Ave.	12&Comm>Oakes> Sunset	High	Arterial w/ Shoulder	Major arterial linking Downtown to WSFerries and Washington Park.	Shoulder vanishes at Ferry Term	Stripe shoulder to Sunset	12	2	200	$2,000	5	1	5	Dash the shoulder to alert drivers of possibility of bikes going straight; pick up shoulder in left turn pocket
32	32nd&34th	34&TTT>32&R>D	Med	Arterial w/ Shoulder	Major arterial linking TTT all the way to D Avenue. Signal at Commercial.	32&R Xing	Activated beacon	32	3	5000	$45,000	3	2	6	Active crossing with Left Turn sensor tied to beacon.
32	32nd&34th	34&TTT>32&R>D	Med	Arterial w/ Shoulder	Major arterial linking TTT all the way to D Avenue. Signal at Commercial.	Comm Xng blind to bikes	Camera sensors left & straight	32	1	5000	$15,000	3	2	6	Cameras with marked turn/straight pockets for bikes EW and NS
12	12th Street-Oakes Ave.	12&Comm>Oakes> Sunset	High	Arterial w/ Shoulder	Major arterial linking Downtown to WSFerries and Washington Park.	Narrow shoulder on 12th	Optimize Shoulder	12	3	2000	$40,000	7	1	7	Lanes at 11'; some relief available by balancing available shoulders to improve the 2'-3' sections through old town.
15	15th - 13th - W 2nd Streets	15th>14th>13th>W 2nd	Low	Ped/Bike Preferred	Byway linking Commercial shopping to Vol.Park to west end	Comm Xng, unpaved bits	Active Xing, pavement	15	3	4000	$40,000	3	2	7	Beacon Xng with a refuge is.
M	M Avenue	4&M>41&M	Med	Arterial w/ shoulders	Major low speed arterial connecting public schools, library, hospital and police station with signal at 12th.	Traffic wanders	Stripe Shoulder 29 to 32nd	M	2	1000	$8,000	4	2	8	Shoulder striping or sharrow marking
29	29th&30th	30&TTT>29&Q>I	Low	Bicycle Boulevard	Res. streets with aligned stop signs connects TTT, bowling alley, schools. Good sight lines at major Xings.	No Xings at Comm, R	Activated beacon crossings	29	3	4000	$60,000	5	2	10	Strategic active crossing would link high density housing and TTT to schools
1 (GCT)	Guemes Channel Trail	6th&Q/R to WSFerry, Wash Park	Low	Off Grade Multi-Use	Proposed waterfront trail with spectacular views will connect WSFerry terminal to Downtown & TTT.	Undeveloped Trailway	Cinder or pave railbed	1 (GCT)	7	15000	$1,100,000	10	1	10	Would link entire perimeter of city with a waterfront public way.
King	Anacopper - Kingsway	Anacopper>Neb.> Penn.>Kingsway	Low	Shared Roadway	Suburban low speed arterial connects Skyline, Rock Ridge, Clearridge, Airport and ACFL western trailheads.	Skyline area without sidewalks	Stripe fm Anaco Beach to Yorkshire	King	2	1200	$10,000	4	3	13	Short segment without sidewalks. Generous shoulder would align with paved walks up the hill
King	Skyline - Kingsway	Skyline>Kingsway	Low	Arterial w/ Shoulders	Low speed arterial through Flounder Bay - Skyline area used by all user groups including ADA	Traffic wanders	Stripe for ADA, ped, bike use	King	3	1500	$20,000	4	3	13	Stripes would legitimize the current practice of wheelchair and walking along the road edge.
King	Anacopper - Kingsway	Anacopper>Neb.> Penn.>Kingsway	Low	Shared Roadway	Suburban low speed arterial connects Skyline, Rock Ridge, Clearridge, Airport and ACFL western trailheads.	Anacopper hill narrow	Off-grade trail on PofA land	King	5	2000	$45,000	5	3	14	Per agreement with PofA. Cinder path would cost less, pavement a good deal more.
12	12th Street-Oakes Ave.	12&Comm>Oakes> Sunset	High	Arterial w/ Shoulder	Major arterial linking Downtown to WSFerries and Washington Park.	No signal activation at intersections	Camera activation at 3 Xings	12	2	1500	$45,000	15	1	15	Sensors only when needed (not all legs) at Comm, M, Ferry Terminal Rd

Route ID	Corridor Description	Streets	Traffic Vol.	Type	Corridor Features	Significant Gaps	Suggested Fixes	Route ID	Rating Upgrade	Rt of Route	Cost of Improve-ment	Safety Benefit Ratio	Connectivity Value	Total Benefit Ratio	RatingUpgrade=SafetyRatingAfter Fix -- SafetyRatingBefore SBR=$/(FTxRating Upgrade) TBR=SBRxConnValue
22	22nd Street	22&TTT>Is.View>D	Med	Ped/Bike Preferred	Low Spd Arterial connecting Skate Park/TTT to Middle School, Senior Center and D Ave. Signalized Xing at Commercial.	Blind signal at Comm	Camera sensor	22	1	2000	$15,000	8	2	15	Cameras with marked turn/straight pockets for bikes EW and NS
Anaco	Anaco Beach - Marine Dr	AnacoBeach>Marine Dr	Low	Arterial w/ Bike Lanes	Quiet arterial with bike lanes connecting Marine Drive to Sunset near WSFerry terminal / SR20Spur.	missing bike lane nr Sunset	Stripe Bike lane nr Sunset	Anaco	4	150	$5,000	8	2	17	Check to see if this is still a gap or if it has been fixed by maintenance
1 (TTT)	Tommy Thompson Trail	MarchPt>11&Q>6&Q/R	Low	Off-Grade Multi-Use	Safe and scenic off-grade parkway between March Point and Downtown. A bike/ped highway, on national trail systems.	11&Q to 6&Q obstacles	Stripe roadway and shave bulbs	1 (TTT)	3	1200	$70,000	19	1	19	Note this section is on Q (shared freight road) reducing bulb out hazard and shoulder striping.
41	41st Street & Fidalgo	Hillcrest&Whistle Lk>Fidalgo>41st&0>A	Med	Shared Roadway	EW arterial with few stop signs. Flat past Mt Erie School with one very steep hill (cow hill).	No shoulder eastbound H to O	Stripe and add shoulder H to O	41	3	2200	$44,000	7	3	20	Estimate assumes striping w some shoulder work.
H	H Ave	12&K20&J>I>H>Heart	Low	Arterial w/ Bike Lanes	Arterial with bike lanes connecting Heart Lake Rd to Island View School, High School and Senior Center.	I Ave narrow	Restripe I-J block	H	4	300	$8,000	7	3	20	Requires good cooperation with neighborhood
King	Anacopper - Kingsway	Anacopper>Neb.>Penn.>Kingsway	Low	Shared Roadway	Suburban low speed arterial connects Skyline, Rock Ridge, Clearridge, Airport and ACFL western trailheads.	Anacopper hill narrow	Climb Ln or uphill-side shoulder	King	3	2000	$45,000	8	3	23	Estimate depends on extent of shoulder work; roadway is not wide.
41	41st Street & Fidalgo	Hillcrest&Whistle Lk>Fidalgo>41st&0>A	Med	Shared Roadway	EW arterial with few stop signs. Flat past Mt Erie School with one very steep hill (cow hill).	Narrow blind hill	climbing lane striping	41	3	1800	$42,000	8	3	23	Climing lanes up each side. Estimate assumes striping w some shoulder work.
17	17th Street	17&TTT>High School>Vol Pk	Low	Bicycle Boulevard	Low traffic link with signalized crossing at Commercial linking TTT / major stores with High School area.	Signal activation	Cameras at Comm & Q	17	1	2300	$30,000	13	2	26	Camera sensors at center lane straight/turn pockets at E,W Comm, W at Q
22	22nd Street	22&TTT>Is.View>D	Med	Ped/Bike Preferred	Low Spd Arterial connecting Skate Park/TTT to Hospital, Senior Center and D Ave. Signalized Xing at Commercial.	No R Xing	Install active Xing	22	2	1000	$30,000	15	2	30	Active crossing at 22nd & R (or bike portion of a signal at 22nd and R).
M	M Avenue	4&M>41&M	Med	Arterial w/ shoulders	Major low speed arterial connecting public schools, library, hospital and police station with signal at 12th.	Blind signal at 12th	Camera activation at 12th	M	1	1000	$15,000	15	2	30	Bike sensor not needed for southbound but do need 3?
R	R Avenue	4&Q>SR20spur&R	High	Shared Roadway	Major NS arterial flanking TTT connects SR20Spur with major stores, City Hall, Shipbuilding.	High speed 4 lane no shoulder	Convert sidewalks 22nd to 34th	R	5	3200	$250,000	16	2	31	Multi-use walkway would separate traffic and link with north end of TTT.
17	17th Street	17&TTT>High School>Vol Pk	Low	Bicycle Boulevard	Low traffic link with signalized crossing at Commercial linking TTT / major stores with High School area.	Dead end at Vol. Park	Pathway to D	17	6	1800	$180,000	17	2	33	Estimate should be based on additions to existing gravel path
D	D Ave - A Ave - Havecost	12&D>A>Havecost	Med	Arterial w/ shoulders	Major NS arterial with signal at 12th (SR20Spur). Connects Havecost Road to Old Town.	Lanes tight at 12th Xing	Camera & bike pocket at 12th	D	3	100	$5,000	17	3	50	Short segment; consider left bike pocket.
4	4th Street	Cap Sante>4th>M>5th>N>6th	Low	Shared Roadway	Cap Sante Lookout, working waterfront, downtown, channel-side parks.	Roadway to Lookout	Shoulder or off-grade path	4	2	1700	$60,000	18	3	53	WAG on shoulder improvement

SAFETY RATING AND VALUE OF VARIOUS ROUTE TYPES

Route Type	Rating	Value	Reasoning for Values:
Off Grade Multi-Use	H+	7	Very low risk for NM, reduces conflict by separation
Bicycle Boulevard (low traffic street w/ ample shoulder)	MH	4	Low traffic volume and speed plus ample room
Bike Lane (Arterial w/ striped BL)	MH	4	Lane segregation, traffic can move with less interferance
Climbing Lane (uphill bike lane one side)	M	3	A bike lane when bikes are slowest; downhill bikes take traffic lane. Use on steep hills.
Bikable Shoulder 3'+	M	3	Protective zone for NM co-traffic also valuable for emergency use, breakdowns, wide loads, etc.
Sharrow (parking allowed)	ML	2	Adds awareness in a conflict situation.
Shared Roadway	L	1	Mixed traffic with no separation or navigable shoulder

CONNECTIVITY RATING OF VARIOUS ROUTES

Type	Rating	Value	Examples
Main Corridor	H	1	Commercial-12-Oakes, TTT, GCT
Major Connector	M	2	32nd, 29th, 22nd, 17th, 8th, M, Anaco
Minor Connector	L	3	41st, 15th, 6th, 4th, H, D, Kingsway

Estimating techniques: 1) Striping and Signage figured over active length improved. 2) Intersection figured over length of road upgraded/liberated. 3) Cost of beacon Xng=$30k 4) Cost of Camera sensor addition = $15K.

e. Prioritized Recommendations

The system of prioritizing projects was based on both the safety improvement generated by a potential roadway project and the connective importance of that particular portion of the non-motorized system. Safety of various route types were rated on a scale of 1 to 7 as follows:

SAFETY RATING AND VALUE OF VARIOUS ROUTE TYPES

Route Type	Rating	Value	Reasoning for Values:
Off Grade Multi-Use	H+	7	Very low risk for NM, reduces conflict by separation
Bicycle Boulevard (low traffic street w/ ample shoulder)	MH	4	Low traffic volume and speed plus ample room
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Bikable Shoulder 3'+	M	3	Protective zone for NM co-traffic also valuable for emergency use, breakdowns, wide loads, etc.
Sharrow (parking allowed)	ML	2	Adds awareness in a conflict situation.
Shared Roadway	L	1	Mixed traffic with no separation or navigable shoulder

Projects that create a route from scratch gained the entire value, while projects that improve an existing route or portion of a route were given the difference between the original rating and the new rating.

These differential values times the linear feet of road improved were used to measure safety benefit. Dividing the estimated project cost by the safety benefit produced a Safety Benefit Ratio.

However, theoretical safety alone does not tell the whole story. If the road does not connect or provide access to users the safety benefit will not be realized. To calculate connectivity effectiveness projects were given high, medium or low connectivity rating based on the transportation connectivity importance of the corridor. These were translated into a 1, 2, 3 value system:

CONNECTIVITY RATING OF VARIOUS ROUTES

Type	Rating	Value	Examples
Main Corridor	H	1	Commercial-12-Oakes, TTT, GCT
Major Connector	M	2	32nd, 29th, 22nd, 17th, 8th, Q, M, H,
Minor Connector	L	3	41st, 15th, 6th, 4th, D, Kingsway, Anaco

Those connectivity values were used to factor the Cost Benefit Ratio, generating a Safety and Connectivity Cost Benefit Ratio. The various projects were then sorted using this ratio.

PROJECT SORT OVERVIEW (see Figure 4 in the Annex)

HIGH GROUPING (scores from 1-10): The following projects had the best Safety and Connectivity Ratios (lower ratios indicate best value). Many are inexpensive signage or striping projects which naturally score well since the basic roadway already exists. Others scored well despite cost because of high safety and connectivity benefits. Grouping similar projects together the high group includes:

- Complete the Guemes Channel Trail.
- Striping shoulders on Commercial Avenue with the repaving project, striping a bike lane at M in the Middle School zone, and striping a climbing lane on the south end of Commercial.
- Signage or pavement markings for Bike Routes on 8th and 6th in Old Town.
- Activated beacon crossings at 29th & Commercial, consider 14th & Commercial.
- Climbing lane on Southbound Anacopper Rd. (off grade or shoulder widening) and sharrows on downhill lane.

MEDIUM HIGH GROUPING: Medium-high scoring projects also included a mix of inexpensive striping and signage improvements as well as narrow roadway mitigations:

- Shoulder Stripe M from 29th to 32nd, Kingsway from Skyline to Yorkshire, 12th from Commercial to A, Oakes at Ferry Terminal Road,
- Shoulder work and "climbing striping on 41st St hill near E Ave, Anacopper hill, and 41st near Mt Erie Elementary.
- Cinder path from 17th to D Ave through Smiley's bottom

MEDIUM LOW: Medium-low priority projects included more expensive solutions such as activated sensors at intersections and sidewalk or shoulder expansions:

- Camera sensors at 4 intersections crossing 12th, two crossing Commercial and one crossing Q.
- Widen multi-use sidewalks along R and add shoulder for a climbing/pedestrian lane from W Ave to the Cap Sante Lookout.

4) Education & Encouragement

a. Definition of Education and Encouragement

The category of education talks about the activities that teach cyclists of all ages how to ride safely on multi-use paths and congested city streets. Equally important is teaching motorists how to share the road safely with cyclists. The availability of cycling education for adults and children, the different ways cycling information is distributed to both cyclists and motorists, etc are parts of the education component.

Safe Routes to School (SRTS) Projects

The City of Anacortes was awarded a Washington State Department of Transportation Safe Routes to School grant for the 2011-2013 cycle. This is an overview of activities that the Anacortes Safe Routes to School Advisory Committee has proposed in their grant application.

The goal:

- Provide pedestrian and bicycling education to students.
- Promote walking and biking to school and education to motorists.
- To reduce vehicle miles traveled to all of the Anacortes schools through a two year education and encouragement campaign to promote bus ridership for those outside of the walk and bike zones.

Education Activities

- The Anacortes School District is now implementing Pedestrian Education as part of the Physical Education (PE) curriculum for all students in grade 1-4, including a classroom session and walking field trips for practical experience.
- As part of the education effort, the Bicycle and Pedestrian Education Curriculum from the Office of the Superintendent of Public Instruction has been adopted into the Anacortes School District's physical education curriculum for all 5th-8th-grade students. Teachers will participate in a two-day training for this curriculum conducted by the Bicycle Alliance of Washington. Following the training, teachers will begin to implement the curriculum. The District will purchase equipment for the education components and provide storage and transportation for the bicycle equipment. The District will explore the possibility of developing a high school program to both teach bicycle maintenance and to maintain the program equipment; however, the district may use a local bike shop for these services.

- The SRTS Committee will work with the District to develop a district-wide bus ridership promotion campaign targeting families to discourage parents from driving their children to school. We believe that this will increase bus ridership and decrease vehicle traffic in the school zone during drop off and pick up times, helping to create a kids safe zone. The campaign will contain education that may include but is not limited to flyers and posters, partnering with school PTA's to promote the benefits to our community, the environment and our children's health and safety.

Encouragement Activities-

The SRTS Committee will continue to work with the District to plan, design, implement and evaluate a walking, school bus and bike riding training program. Based on program evaluation, the program may be expanded on an annual basis.

We have piloted an encouragement component that rewards children who ride the bus, walk, or bike to school. Grant funds have provided the District with materials and strategies to make the campaign for reduced vehicle miles and increased walking and biking to school an ongoing effort beyond the time frame of the grant.

Skagit Healthy Communities has been working with Bicycle Alliance of Washington to train local presenters and conduct annual driver safety education classes in Anacortes.

- Anacortes has an extraordinary system of trails through the forest lands and along the shoreline that is open to both cyclists and walkers. Share the Trail (see appendix Figure 5) posters will be placed along trails that see higher densities of walkers and bikers. The posters inform both walkers and riders about the "rules of the road" to help avoid conflict.

b. List of Projects Identified-

Encouragement activities promote bicycling and walking in the community. Community Bike rides/Walks, Bike/Walk to Work events, Bike Month, etc. are good examples of promotional measures. Information signage, route maps, off- road trails, and bicycling clubs are good ways to promote a cycling culture.

The City of Anacortes and its Anacortes Bike/Pedestrian Advisory Committee host an annual "Anacortes Open Streets Event". This late summer event closes Commercial Avenue to motorized traffic and creates a virtual non-motorized street fair with various biking and walking events, educational handouts, demonstrations and other community outreach and involvement activities. Attendance has been very large and the fair is a successful means of familiarizing residents and visitors on the local infrastructure projects and opportunities for physical transportation and recreation.

Organizing biking and walking events in the community is one of the best methods to entice first time bike riders and occasional walkers to get out and try it. The goal of these events is to get families and individuals to try biking/walking and encourage them to continue once they've tried it. Many of these types of events have been offered in the past in Anacortes and may have been discontinued because of lack of interest. This AB/PAC is hoping to break that apathy by offering a well-publicized, fun, and festive kickoff event, at which people who do not normally ride bicycles or walk will be enticed to come out and enjoy themselves. This first event would be followed by other planned biking/walking events throughout the year to provide opportunities for people to continue to get out.

5) Enforcement

a. Definition of Enforcement

Enforcement addresses how law enforcement interacts with the motoring, walking, and cycling community to encourage more walking and biking by providing reminders about proper "rules of the road" and "sharing the road".

b. Activities

The enforcement part of the plan is to encourage participation in walking/biking in Anacortes within reasonable distances for school, shopping, medical visits, library, etc.

The Safe Routes to Schools (SRTS) group in Anacortes is actively working to decrease the amount of car traffic in and around the schools during morning and afternoon hours. There is some money from a grant for "Safe Routes to School" to set up programs to accomplish these goals.

The police department participation in SRTS is to monitor traffic in and around school zones and to hand out "good fines" to people that are observing the rules, obeying crosswalks for pedestrians, and giving bicyclists ample room for safety on the roads. An example of "good fines" would be coupons for coffee shops, bakeries, restaurants, book stores, etc. There will be extra encouragement for students/teachers/administrators to walk/bike to school as money will be given to participating schools to purchase equipment for extra sports related programs.

In encouraging walking/biking to schools, there will be a natural inclination to continue these habits in other aspects of daily life. We feel this is a win, win situation for the schools as well as aiding in our goals. Hopefully more people will begin to realize the advantages of leaving the car at home and pedaling and walking to close destinations in and around Anacortes

6) Evaluation

a. Definition of Evaluation

With all of its trails along the waters surrounding Fidalgo Island, paths through the mature forests of the Anacortes forest lands, and established bike routes throughout Anacortes, the City considers itself to be a very bicycle and pedestrian friendly community. In 2012, the City of Anacortes submitted an application to the League of American Bicyclists (LAB) for certification as a bicycle friendly community. As a result of this application we received Bronze statue. The application process involves the completion of a comprehensive self-assessment questionnaire that covers all aspects of our bicycling facilities, bicycling accommodations, and business/community/city support of bicycling in the City of Anacortes.

The next application is due in 2016, we are trying for a upgrade to Silver Status as we have implemented many of the recommendations given by the League as part of their follow up to our application.

b. Evaluation Process

Our application will be reviewed by the LAB staff and other independent evaluators in considering Anacortes for certification as a bicycle friendly community. Certification is awarded at four levels- platinum, gold, silver, and bronze, depending upon how well an applicant scores on the evaluation.

This process is an excellent means of assessing/evaluating Anacortes' progress as bike and pedestrian friendly community. The required self-assessment and an independent review by outside parties ensure

that an unbiased evaluation is conducted. Regardless of whether certification is granted or not, the LAB will provide feedback on how to improve Anacortes for biking. For some communities, the application/evaluation process has repeated several times, as additional improvements have been undertaken each succeeding year. Ultimately, these applicants have gained the reward of certification.

Certification is a definite asset for the community. By gaining recognition as a biking destination, awarded communities have enjoyed increased tourism as well as an increase in local ridership due to the heightened attention from the recognition.

7) Other Projects

a. Trail Tails Project

This interpretive program will place groups of interpretive signs along the Tommy Thompson Trail located at "Discovery Points". In addition to signs, Trail Tales has trained docent teams that will develop and lead interpretive walks on various subjects related to the key topics:

- History of the Anacortes Waterfront
- Ecology's Anacortes Bay Wide Cleanup Project
- Marine and shoreline ecology; protecting the health of Puget Sound
- Fidalgo Bay watershed
- Samish cultural history

b. Connections Project

(Chamber, City and Port collaborative effort)

In a separate but related activity, a group of volunteers from the Chamber of Commerce board teamed up with key city and port leaders to extend the City of Anacortes Wayfinding program to pedestrian and cyclist signage designed to inform and guide travelers in Anacortes and to ensure all these new signs maintained a standard "Anacortes" look and feel.

Their principal product was a destination list and map with icons designed to be used on websites and two signage innovations:

1) a small version of the Wayfinding signs, intended for directional signage off the TTT and other popular walking/cycling routes, and

2) a four-sided wayfinding post suitable for use at street level, to be positioned at key pedestrian/cycling intersections in Anacortes. Locations would include the Depot, the Post Office, the C of C building, the Cap Sante Marina entrance and the two ferry terminal corners. Based on the signs used to direct crowds of visitors off the Ketchikan docks, these signs would direct foot/cycling traffic between the downtown and marina area to key destinations.

8) Anacortes Bike/Ped Advisory Committee (AB/PAC)

This committee was formed from volunteers representing a broad cross section of the Anacortes community and beyond with a common interest in bicycling and walking. A special thanks to all the members of this committee for all the hours they have contributed toward developing this plan:

John Pope

Warren Tessler

Nick Stowe

Carolyn Moulton

Bill Testerman

Eric Shjarback

Liz McNett-Crowl

Steve Jahn

Diane Jahn

Liz Jenkins

Eric Shen

The members of this committee come with a wide variety of backgrounds that all relate in one way or another with either biking and/or walking. Their diverse backgrounds, experience, and interests enabled this committee to quickly develop a work plan and to do the research needed to write this plan. A summary listing of the biking and walking affiliations of this committee:

Adventure Cycling Association

Anacortes Chamber of Commerce Connections task group

Anacortes Safe Routes to School Advisory Committee

Association of Bicycle and Pedestrian Professionals

Association of Pedestrian and Bicycle Professionals

Cascade Bicycle Club

- Washington Bikes

City of Anacortes

City of Anacortes Public Works Advisory Committee

League of American Bicyclists

Northwest Tulip Trekkers

Skagit Bicycle Club

Skagit Council of Governments Active Community Task Force

Skagit Regional Transportation Planning Organization

Transition Fidalgo & Friends

Washington Bikes (formerly known as the Bike Alliance of Washington)

Washington State Department of Transportation

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Anacortes Parking Study

Downtown and Cap Sante Marina

Anacortes, WA

March, 2015

Prepared for:
City of Anacortes

Prepared by:
Transportation Solutions, Inc.

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Appendix A – Study Design and Methodology

Introduction

This report presents the results of a parking study within Downtown Anacortes and the adjacent Cap Sante Marina area. The purposes of this report are several:

- To understand basic relationships between parking and land use;
- To understand existing parking conditions of Downtown Anacortes and Cap Sante Marina;
- To identify general approaches and strategies for addressing future land use policy development; and
- To suggest several specific strategies the City can consider implementing to improve parking conditions in Downtown Anacortes.

For the purposes of this analysis, it may be appropriate to clarify several basic terms.

- Parking Supply is the number of parking spaces that exist or are proposed to be constructed as part of a new development to support the needs of that development.
- Parking Demand is the number of parking spaces needed for a specific type of land-use, a group of uses or neighborhood and is often referred to as parking "need" or parking "occupancy."
- Parking Duration is the length of time that a vehicle occupies a parking stall.

Parking Considerations

In reviewing this report, several over-arching principles or concepts are worthy of consideration when interpreting study findings and developing a comprehensive parking strategy.

Parking is an art and a science - decisions regarding changes to parking policy, design, and enforcement should be based as much as possible on good data (the science) so parking improvements have the desired effect and are not based on hearsay or random perception. Once a strategy or group of parking related improvements are identified, the extent or degree of a specific application (areas or subareas where parking controls are posted, length of time limits, type of enforcement policy, etc.) must be developed in the context of the area, the types of land uses, and the attitudes, values and demographics of the community served by the parking (the art). A parking strategy and each incremental change to that parking strategy should support the types of land uses and businesses identified in the comprehensive plan to be supportive of rather than a barrier to, achieving the vision of desired land-use plans and policies.

Balancing perception and reality - Parking availability and ease of use are commonly interpreted differently by different people who may be looking at the very same condition. For example, one person may find parking within one block to be very acceptable where another person may have an expectation that the parking should be available near the front door of their destination. One person may find parking on the main street but two blocks away very acceptable where a parking stall around corner and at the end of a side street block is considered unacceptable, even though the walking distance may be identical. Parking is one of the most tangible elements within any community. Business owners, customers and visitors often make their choice of where to locate, shop or spend leisure time based on their perception of the ease of access and parking. While there is never a perfect balance among the many factors that make a vibrant downtown, parking is a very important and often overlooked consideration. The challenge in developing a parking strategy is attempting to understand the attitudes and values of the community and tailoring individual parking policies, improvements, management, and enforcement techniques to serve the majority of interests in the community.

One size does not fit all conditions - this principle applies in two different ways. First, just because a parking strategy worked in some other city, it does not mean that it will be effective in Anacortes. For example, on-street parking meters may be an excellent strategy in Seattle or Tacoma but not in Redmond or Kirkland. Second, a strategy in one part of the downtown may be appropriate where parking is often full but this same technique could be overkill and a waste of resources in another part of downtown. For example, parking conditions in the North Retail Core of Anacortes appear to warrant creation of on-street parking where such measures may not be warranted in the South Retail Core until higher density development occurs. Tailoring strategies to fit individual areas or circumstance need to be balanced with consistency such that too much variation creates confusion and leads to user frustration. Again, a balance must be achieved.

Regular communication – Like a living organism, cities and neighborhoods are constantly changing. Accordingly, to accomplish long-term economic development and land-use goals, parking conditions must also change, and in some cases those parking improvements can help lead that change. The kind of communication among city staff, the business community, the general citizenry through specific outreach efforts and larger scale programs like the Comprehensive Plan Update are essential for understanding how parking and other community needs are shifting. This communication in combination with periodic monitoring and updates of this parking study will provide the City with the basis for measuring change and proactively planning and programming for incremental changes that respond to the changing conditions in the downtown and Cap Sante Marina. The input received through several community workshops, numerous Community Advisory Committee meetings, and discussion with Planning and Economic Development, Public Works, and Police Department staff have focused the efforts of this study on issues unique to Anacortes.

Parking and Land Use Relationships

Parking is an important, but often overlooked, consideration in land use and economic development decisions. It is important because in most American cities (even in urbanized areas) the automobile remains a primary mode of mobility, even if it is not used for daily commuting.

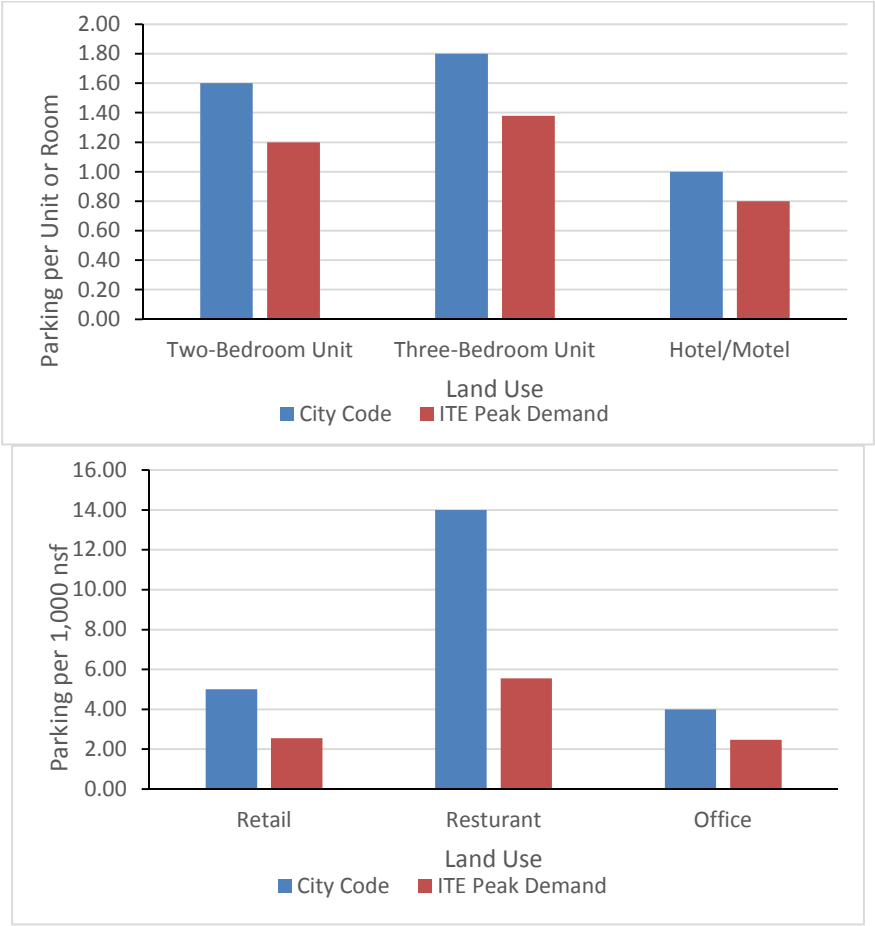
At the same time, providing parking on properties that are small, oddly shaped, and/or sloped is physically challenging, costly, or both. Cost and physical constraints often challenge the financial feasibility and marketability for new development and redevelopment of existing properties. Accordingly, finding the balance between City required parking supply, actual parking need, development feasibility, and marketability is a continuous cycle. This set of relationships is illustrated in Figure 1.

Challenging this cycle is the observation that statutory parking requirements for new and redeveloped land uses are often greater than peak parking needs. Anacortes is not unique in requiring somewhat more off-street parking than needed. This pattern has emerged because most cities want to avoid parking spill over onto the public streets.

To illustrate this principle a comparison of peak parking demand for different types of land-use as assembled by the Institute of Transportation Engineers (ITE) is compared against the City of Anacortes minimum parking requirements. This shows that for residential development the number of parking spaces required is roughly 20% or more than the peak demand. For commercial and retail uses, the required parking appears to be roughly twice as large as nationally observed peak parking demand. These relationships are illustrated in Figure 2 below.

Figure 1: Parking and Feasibility Relationships

Figure 2: Required Parking versus Peak Parking Demand



In areas like the Downtown and other areas where commercial and higher density multifamily residential development are contemplated the amount of required parking, the rate of desired land development and on-street parking are closely interrelated. As noted above, if minimum parking requirements are in excess of needs, the added cost of providing the surplus parking stalls can dampen the economic feasibility of desired land use development but the likelihood of on-street parking spillover is substantially reduced. In contrast, if parking regulations permit development with parking supply that is less than likely parking demand, development of those uses may be encouraged by reducing the development costs associated with provision of on-site parking but unmet parking demands will make on-street parking more congested unless specific controls are put in place to manage that spillover. Accordingly, if higher density multifamily development is desired in the Downtown, consideration of reduced parking requirements (that match the character of the multifamily development) to increase development feasibility could be considered. Such changes in minimum parking requirements should, however, recognize that there could be some parking on-street spillover that could necessitate increased parking management and enforcement.

This balancing occurs differently in different cities. The City of Seattle encourages micro housing by permitting development with no parking space requirements. This has encouraged a boom in this type of development. In several areas, the on-street parking spillover has been managed through on-street residential parking zones where residents in a geographic area can purchase a permit allowing them to park in a selected neighborhood. Kirkland has amended their multifamily parking requirement to recognize the lower parking needs for micro housing development based on surveys of these types of units elsewhere. Redmond reviews these applications on a case-by-case basis granting variances where reduced parking can be justified. In all cases, reductions have recognized the availability of public transportation, the availability of support of commercial businesses (grocery stores, restaurants, personal services, etc.) and the pedestrian and bicycle network that provide barrier free linkages within those areas.

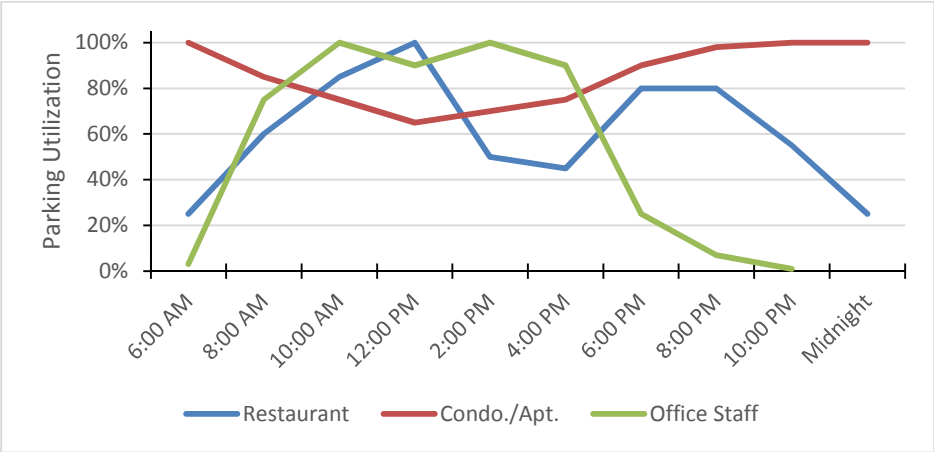
Parking Variation

It is important to recognize that the parking supply for any single land-use should be 10% to 15% greater than the parking demand to account for the natural turnover in parking stalls as one car vacates a parking stall and another car enters the parking area. Introducing this turnover factor into a comparison of the parking need versus parking required assessment, it appears that Anacortes requirements for residential and office uses are reasonable with requirements exceeding peak ITE demand by 25% to 33%. Any excess accommodates periodic surges in parking demand. Retail and restaurant parking requirements, on the other hand, exceed actual parking needs by 250% which could make it difficult for restaurants and retail to economically expand or develop in the Downtown.

Parking needs fluctuate throughout the day and each land use has different patterns with peaks that occur at different times of the day. If each individual land-use development provides parking for its exclusive use the supply would substantially exceed the cumulative need of a combination of land uses. As illustrated in Figure 3 below, most obvious are the daytime uses like offices that have the peak parking demand during the day but almost no parking demand in the evening and residential uses that use 60% to 80% of their parking during the day with the peak occurring during the late evening. Accordingly, in mixed-use environments where parking can be shared, a shared or joint use parking strategy can minimize the number of parking stalls needed for a combination of users. For example, typical nighttime peak parking generators (e.g. residential, higher end restaurants) can share a portion of their parking stalls with uses that have peak daytime parking demands (e.g. professional offices,

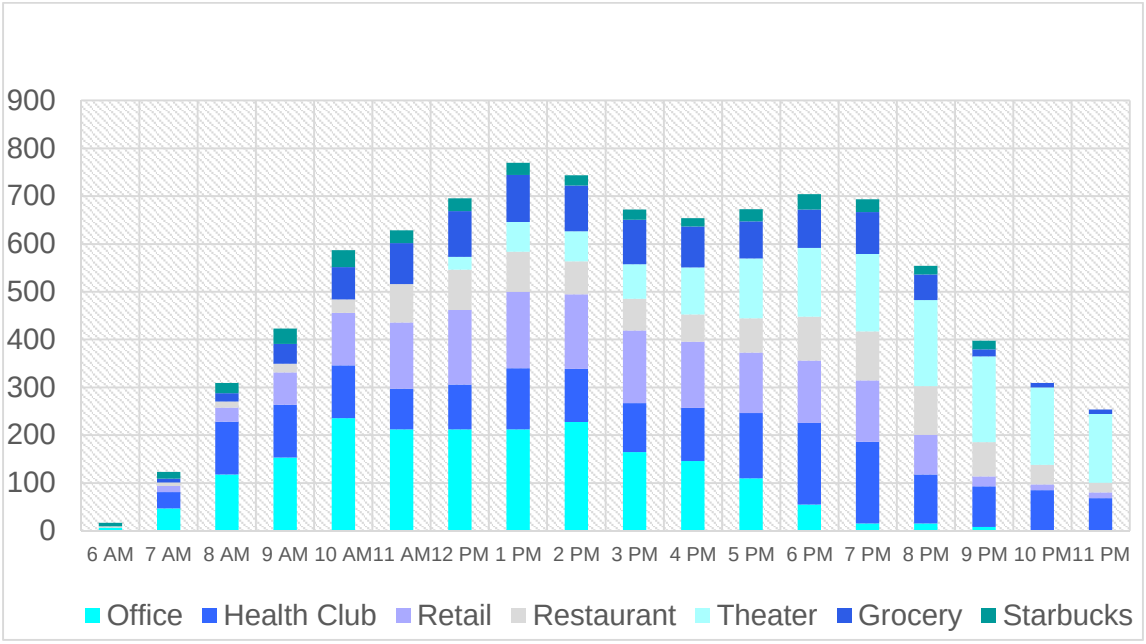
casual restaurants, medical-dental services). Depending on the mix of uses a shared parking provision can reduce required parking by 5% to 30%.

Figure 3: Hourly Variation of Parking Demand by Land Use



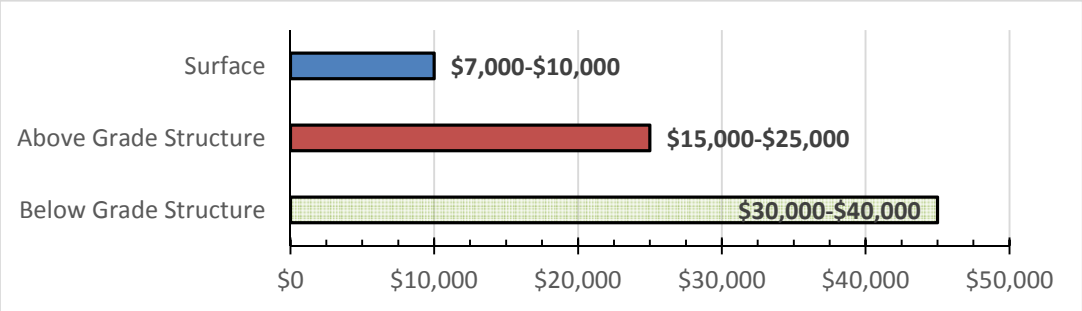
Where a large combination of uses similar to the range of uses that exist in Downtown Anacortes, the combined parking demands are substantially less than if all these uses were required to provide parking individually. Figure 4 illustrates a condition with a wide range of uses sharing a common parking area and shows how offsetting peak parking demands of different uses can result in a lower combined parking demand as compared to the sum of the individual peak parking demand conditions.

Figure 4: Hourly Variation of Parking Demand by Land Use



Requiring more parking than needed is an important consideration because it can be expensive to provide accessory parking. This is further complicated because the size, shape and condition of developable sites can add to the difficulty of providing parking. As parcel sizes become smaller the density of development needs to increase to support the cost of providing parking. Figure 5 shows that surface parking is the least costly but this does not include any cost associated with the underlying real estate cost. As development density increases, structured parking can be considered provided that the size of the parcel permits an efficient parking layout and permits sufficient space for ramps and alternative access. The construction cost of parking stalls in standalone garages ranges between $15,000 and $25,000 per stall. When required parking necessitates underground construction or as part of the structure of a building, the construction cost increases further to $30,000-$40,000 or more. As noted above, these costs need to be recovered as part of any new development or major redevelopment. Accordingly, the number of parking stalls required in association with any new development can have a major influence on the financial feasibility and/or cost of the final development to businesses or residents.

Figure 5: Typical Parking Stall Construction Cost Ranges



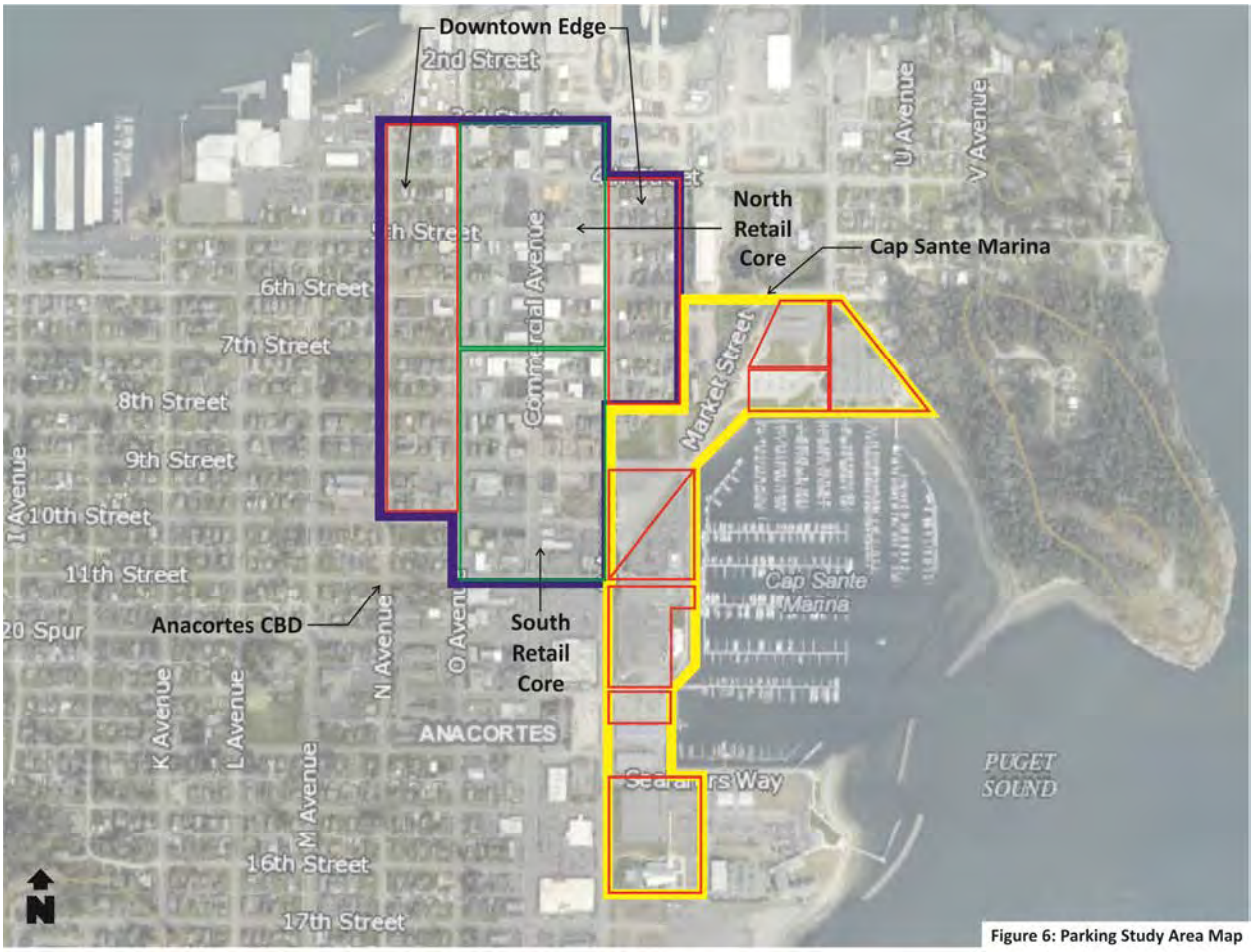
Parking Study Findings

A parking study of the Downtown Anacortes and Cap Sante Marina area was performed as part of the Anacortes Comprehensive Plan Update. The parking study inventoried the parking supply both on-street and off-street. The parking use characteristics were recorded for weekday and weekend conditions. The parking stall use (parking demand) and the parking turnover on selected on-street segments were recorded.

Study Area

The study area was defined in coordination with City staff. The Downtown study area is generally bounded by streets within the Downtown; 3rd Street, 11th Street, N Avenue and R Avenue as depicted in Figure 6. The Downtown study area was defined further by distinguishing the core area which included the area one block deep to the east and west of Commercial Avenue from the rest of the Downtown. The Downtown Retail Core is further divided in half into north and south core areas so parking characteristics could be more precisely recorded so recommendations could be tailored more specifically. The Downtown edge formed a one block edge along each side of the core. The Cap Sante area was divided into several distinct parking areas and all parking was considered off-street parking even though much of this parking is available for public use.

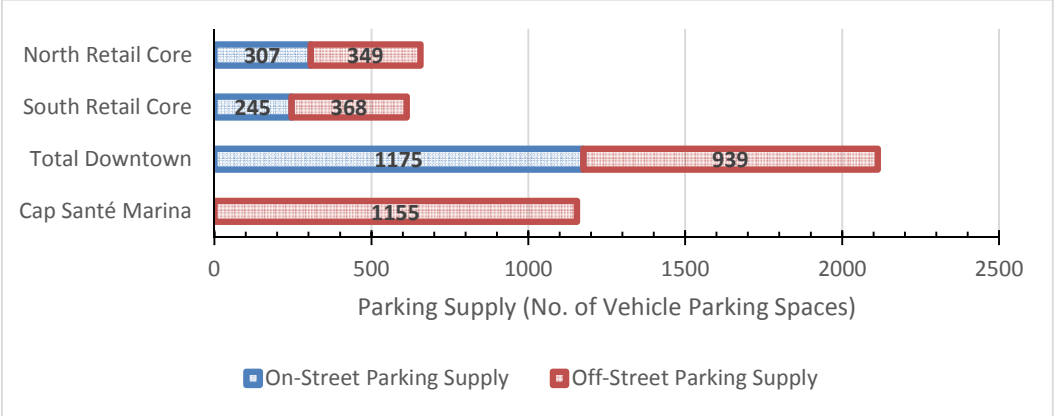
Figure 6: Parking Study Area Map



Parking Supply

In the downtown, there are a total of 2114 parking stalls. 1175 stalls are on-street and 939 stalls are off-street. For the entire downtown this means that 55% of the parking stalls are on-street. The high proportion of on-street spaces is typical for small and medium-sized cities. Note however, the proportion of on-street spaces drops to 46% and 40% of each subarea for the North Retail Core and South Retail Core respectively.

Figure 7: On-Street and Off-Street Parking Supply

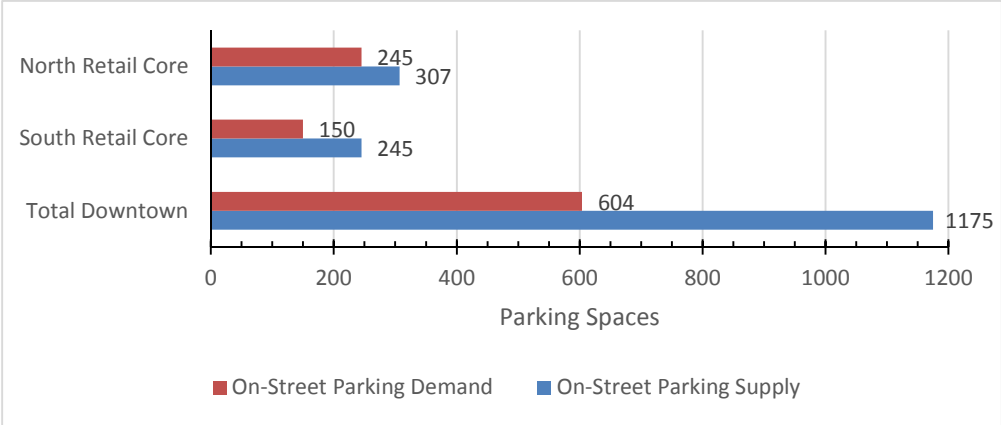


Parking Occupancy

On a weekday during the summer and a weekend day during the fall of 2014, a study of the number of occupied parking stalls was made. This study recorded data on a block by block and block face by block face basis. The process for making these studies is presented in Appendix A. In reviewing these findings, it is important to note that functional occupancy of spaces occurs when a parking area is between 85% and 95% full. For areas with low turnover (long-parking duration like Cap Sante Marina) a higher percent occupancy can be tolerated, for example; 95% in higher turnover areas (shorter parking duration like the restaurant area on Commercial in the North Retail Core), 85% occupancy reflects a full capacity condition.

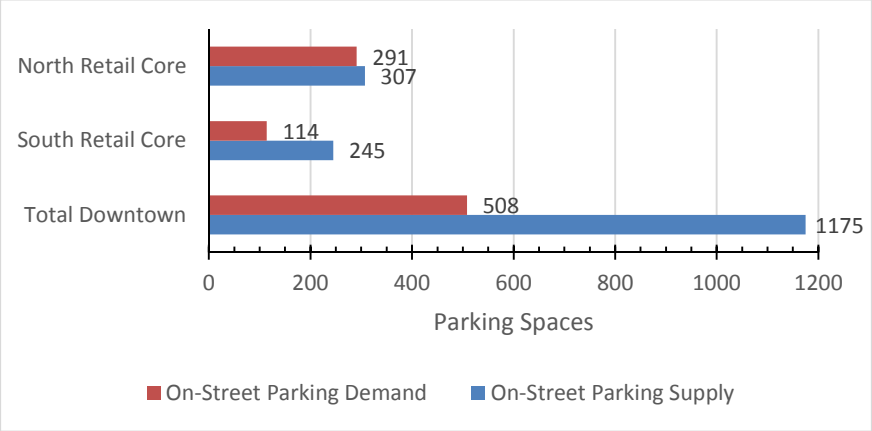
During weekdays, the peak parking occupancy in Downtown was slightly over 50%. Looking more closely, the North Retail Core was occupied at almost 80% while the South Retail Core was 60% occupied. This peak generally occurred between 12 noon and 2 PM.

Figure 8: On-Street Peak Weekday Parking Occupancy and Supply



On weekend days, the on-street parking was observed to be slightly less than half-full for the entire study area but in the North Retail Core the occupancy exceeded 95%. The South Retail Core however dropped to 45% occupancy.

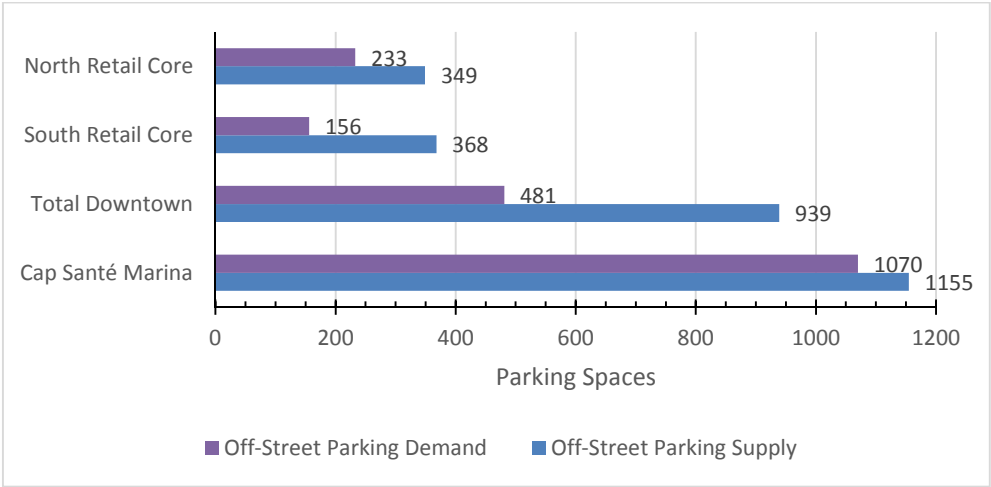
Figure 9: On-Street Peak Weekend Day Parking Occupancy and Supply



Off-street parking on a weekday was observed to be about 50% occupied in the downtown area with 67% of the North Retail Core off-street parking occupied and only 42% of the South Retail Core parking occupied.

Cap Sante Marina parking was over 90% occupied on a summer weekday. Since several areas are gravel or designed for vehicles with trailers, this occupancy is a general approximation of off-street parking lot capacity.

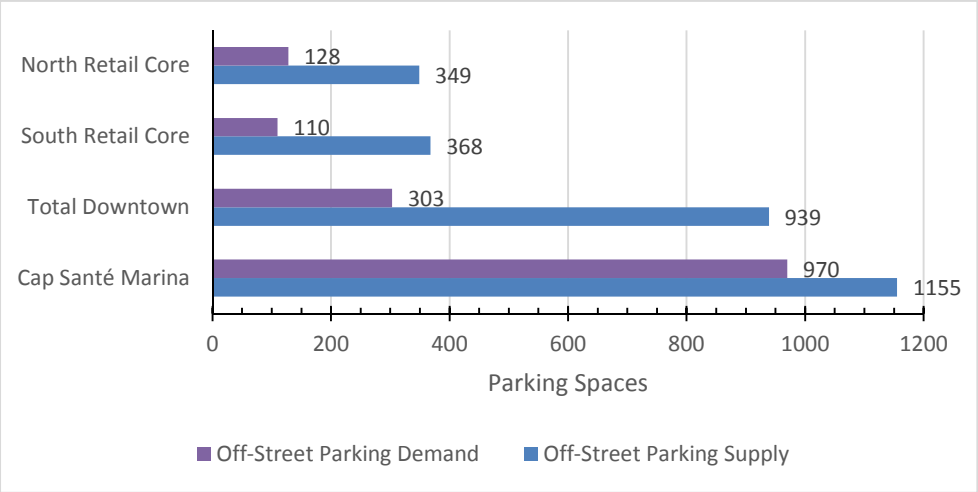
Figure 10: Off-Street Peak Weekday Parking Occupancy and Supply



On a weekend day, the occupancy of off-street parking dropped to about one third of the spaces occupied in the Downtown area. This occupancy appeared to be relatively uniform throughout the Downtown with the North Retail Core and the South Retail Core experiencing roughly the same occupancy.

Cap Sante Marina saw a drop on weekday parking occupancy to about 85%. Some of this decline as compared to weekend conditions is likely related to the seasonal variation and a slight decline in the winter.

Figure 11: Off-Street Peak Weekend Day Parking Occupancy and Supply

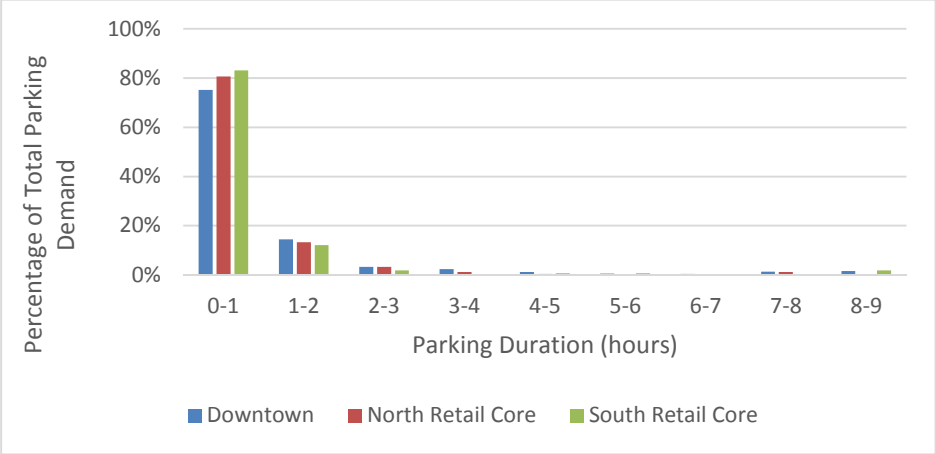


Parking Duration

A selected number of street segments were surveyed on weekends and weekdays to determine the duration that cars are parked. In part, this was to determine if drivers were using parking in the core Downtown area for long-term parking or if the parking controls in place appeared to be effective. Based on this survey, more than 90% of the cars parked in Downtown parking are parked for two hours or less. The majority of those (80% of the cars parked in Downtown) on-street were parked for one hour or less.

This pattern suggests that the 2-hour parking time limits and enforcement of those time limits are effective. This relatively short parking duration also suggests that Downtown visitors come for a single or limited number of purposes and are not staying for any substantial length of time. Under existing conditions, it does not appear that parking time limits are causing this short parking duration.

Figure 12: On-Street Weekday Downtown Parking Duration



Parking Controls

Parking controls in Downtown Anacortes are confined to posted time limits. Most of the of the Downtown core one block on either side of Commercial Avenue between 4th Street and 10th Street is signed for two-hour parking limits. This parking time limit generally applies on Monday through Saturday although there are a few locations where the time limits are limited to Monday through Friday on 8th Street adjacent to a multifamily use.

There is a limited number of short-term parking spaces (less than 30 min.) located near the post office.

There are two on-street loading zones which often appear to be utilized for long periods without a substantial amount of loading activity.

Parking for disabled drivers and passengers is located throughout the Downtown with the majority focused near intersections where wheelchair accessible ramps provide barrier free access on to sidewalks.

Parking Enforcement

Enforcement is provided by a single officer on a part time basis. Based on the observation of typical parking duration and observations made while parking occupancy induration studies were being conducted, it appears that the level of enforcement is effective in maintaining parking turnover within the two-hour limit.

There are some locations where some employees and/or business owners may overstay the two-hour time limit. Presently, this appears to affect less than 2% of the parking stalls in Downtown Anacortes. As Downtown parking becomes more congested, enforcement of overstaying parking in many areas will need a higher level of enforcement.

Strategic Parking Options

Parking strategies are most effectively implemented in phases or stages with lower intensity measures first, followed by those that are more visible or tangible. A common hierarchy is often referred to as the "Three E's" – Education; Engineering, and Enforcement. Expanding on this theme Educational measures

can also include policies and programs; Engineering can include operational measures; and Enforcement can include various types of controls and different compliance strategies. The following matrix provides a general list of strategies and options as a toolbox of resources that can be considered in refining a comprehensive parking management program.

There are an endless set of permutations and combinations of techniques that can be combined to find the right balance of incentives and disincentives to modify parking behavior. Likewise, each of these individual techniques need to be tailored to respond to the unique conditions that exist in Anacortes. Further, a parking strategy is part of a much broader set of land use and transportation conditions.

Accordingly, the parking management program appropriate for South Lake Union in Seattle or Downtown Auburn may not be appropriate for Anacortes. Nonetheless, it may be possible to take elements of those strategies and reshape them to fit Downtown Anacortes conditions. While the following is not to be a full list of strategies, it embraces many basic options that may be worth considering in one form or another. Parking in Downtown Anacortes and Cap Sante Marina can be a complimentary or competing element of land use and economic development goals.

Education and Policy Development Options

Parking Option	Advantages	Disadvantages
General Public Outreach Coordinated City programs/communications involving Police, Planning and Public Works. Sharing improvements and changes that affect the public (i.e. restriping parking or modifying time limits of fines, etc.). Works best when affected parties can be involved in any potential change.	• Demonstrates the City is engaged and is aware of concerns. • Moderate to low cost. • Minimizes adverse reaction when changes do occur.	• Requires follow-up on part of staff to be effective.
Chamber/Business Programs Owners and employees of downtown businesses distribute/post parking information to customers and other business owners/operators. Can include handing out courtesy reminders to owners/employees who are usurping customer parking.	• Creates ownership with those affected by any parking regulations. • Low cost. • Usually received more positive than traditional police enforcement.	• Selected owners/employees may be resentful.
Refine Off-street Parking Requirements Review parking requirements and bring required parking into alignment with actual parking demand needs. Consider reduced and shared use parking requirements for the Downtown.	• Requires only as much parking as needed. • Increase utility of available land. • Encourages new business development.	• May add short term pressure to on-street parking. • May result in longer walking distances between parking stalls and desired business destinations.
Encourage Shared Use of Existing Off-Street Lots Encourage more than one business or user to share the off-street parking in a single parking area. Particularly useful when a daytime user can share with a nighttime user.	• Provides higher utility of limited off-street parking spaces. • Builds neighborhood cooperation. • Can generate income for the parking lot owner.	• Requires some type of shared use agreement to manage liability.
Off-Street Tandem Parking Permit tandem parking stalls for low turnover and residential users where cars are parked one right behind the other.	• More efficient use of limited off-street space. • Utilizes awkward sized parcels.	• Requires flexible and compatible users.
In-Lieu of Parking Policy Permits new or expanded development to pay a fee for parking stalls that cannot be provided on-site.	• Decrease development costs. • Increases feasibility of small parcels. • Makes expansion possible in existing built-up areas of a downtown.	• City needs to keep track of funds. • Funds can only be used for capital construction of parking stalls. • Parking may not be conveniently located.

		• Parking built by City will be for general public use, not the exclusive use of the fee payer.
Residential Parking Zones Zones of on-street parking that are usable to permit holders only during certain times of the day (sometimes all day).	• Protects residential areas from spillover parking generated by adjacent commercial/institutional users. • Serves to support older neighborhoods without off-street parking and/or encourage new development in areas where off-street parking is difficult/costly to provide.	• Requires a study to justify establishing a special use parking zone. • Requires additional and very regular enforcement. • Requires establishing a new City program that must be managed and monitored continuously.

Engineering and Operations Options

Parking Option	Advantages	Disadvantages
Head-in Angle Parking Where space permits restripe, parallel parking into angled parking on one or both sides of a street. Can be back-in or head-in. Angle can vary.	• Easier to pull Into parking space • Efficient use of right of way. • Low cost.	• Must back out into traffic lane. • Limited sight lines when backing out. • Travel way (lanes) width reduced. • May require one-way streets.
Back-in Angle Parking Where space permits restripe, parallel parking into angled parking on one or both sides of a street. Can be back-in or head-in. Angle can vary.	• Easy to exit parking space. • Efficient use of right of way. • Low cost.	• Can be difficult for some drivers to back into parking space. • Travel way (lanes) width reduced. • May require one-way streets. • Can cause delays to through traffic.
Mark Parallel Parking Stalls Simply mark stalls where parallel parking already exists on either side of Commercial Avenue.	• Can make efficient use of curb space. • Creates uniformly sized spaces.	• May lose some parking supply.
Expand Signed Time Limits Extend time limits into Downtown fringe. Time limits may be different outside of Downtown core.	• Encourages parking turnover. • May elect to graduate time limits in tiers increasing time with distance from the Downtown core.	• May create parking spillover to CBD perimeter and residential areas. • May adversely impact long term users. • Less parking for Owners/Employees.

Install Parking Meters/Pay Stations On-Street Install parking meters or pay stations.	• Generates revenue. • Encourages parking turnover.	• General public, particularly retail customers often opposed.
City Owned Lots Build public parking lot in the Downtown area.	• Increases parking supply. • Reduces pressure on short term on-street parking. • Could be partially funded by In-lieu fees. • Could use remnant or underutilized publicly owned parcels.	• Detracts from urban design goals. • Not a long term solution.
Municipal Garage Construct a public parking garage located near Downtown.	• Adds parking supply in an efficient space. • Increases parking supply. • Reduces pressure on short term on-street parking.	• Very high cost. • Highly concentrated parking does not serve entire Downtown efficiently.
Business Association Lots Construct or purchase existing off-street by a group or association of private businesses.	• Businesses invested in their success. • Businesses have more control.	• May be restricted to selected users. • May require a validation program.

Enforcement Options

Parking Option	Advantage	Disadvantage
More Consistent Enforcement Enforce all parking where regulations are posted and provide enforcement on more of a full-time basis.	• Higher compliance with regulations. • Reduces user confusion.	• Potential business impacts. • May require more staff.
Community Service Officer and Courtesy Parking Notices Authorize a person who is not a sworn police officer to serve as a Downtown ambassador to help guide visitors to desired destinations in the Downtown and provide courtesy notices explaining the parking regulations and suggesting parking options. Schedule can complement part-time police enforcement.	• Provides active public relations. • Reinforces parking regulations in a positive way.	• Minor cost (or volunteer possibility).
Consolidate and Align Parking Regulations Review existing parking regulations to ensure they are enforceable and develop a penalty schedule that is effective at motivating desired compliance.	• Parking regulations are consistent and fair. • Reduce appeals and court time for officers.	• May generate adverse public reaction.

Preliminary Recommendations

Based on this analysis and discussion with staff, the following summarize preliminary recommendations. Each of these recommendations should be considered in the context of other land use and economic development policies and adjusted to be supportive and compatible with those policies. The timing associated with implementation of each of these programs can vary. Some programs or improvements may be warranted as an incentive to achieve land-use goals while implementation of others will relate to increases in parking demand generated by general growth as well as occupancy of new, higher density development. The following provides general guidelines regarding the current priority assessment. Implementation timing should be reviewed periodically to ensure that any parking improvement is made consistent with changing needs. Near-term changes are likely appropriate as incentives for encouraging the types of land-use is desired and creating consistency in existing plans and policies. Mid-term improvements are intended to address redevelopment and increases in general growth. Long-term improvements are related to new development and may be accelerated if incentivized policies and programs coupled with population and job growth occur more rapidly.

Near-Term and Ongoing

- Conduct a comprehensive review of the City zoning code and align parking requirements in the Downtown area with desired land-use changes. Specifically, consider reducing off-street parking requirements for retail and commercial uses and tailor off-street parking requirements for different types of specialty land-use development with particular emphasis on higher density multifamily and other housing types (e.g. senior living, work force living, etc.) that may be logical residential uses in the Downtown area that support demographic trends and distinguish off-street parking requirements in the Downtown core and other locations where higher densities are desired from those in other parts of the City requirements.
- Strive to bring required minimum parking space standards for new development to no more than 15% of forecasted parking needs. Peak demand/need can be determined by using national studies like the Institute of Transportation Engineers (ITE) or local studies that reflect local demographics.
- Reestablish a fee in-lieu of policy and create an off-street parking construction fund that can improve City-owned and/or purchased properties including any salvage properties that can be converted to general purpose public parking.
- Revise shared or joint-use parking policies with particular attention to sharing customer retail parking spaces with resident visitor spaces.
- Continue to engage the Chamber of Commerce and other business groups in educating Downtown business and property owners as a partner in a parking program. Continue to periodically meet with Downtown representatives to exchange ideas and initiatives so Downtown parking supports common best interests.
- Include parking improvements as part of the City's public outreach initiative so the general public is aware in advance of the changes and the benefits associated with those changes.
- Continue to remark wider east-west streets with angle parking. Evaluate angle parking on both sides of a street and/or shallow angle parking in light of circulation requirements since 60° angle parking on both sides of most east-west streets will likely cause traffic to be confined to one-way traffic only. Such a vehicle circulation pattern could result in a major change to circulation throughout the Downtown and could create more confusion than benefit. The North Retail Core should be considered in the near-term.
- Continue to work with the Chamber of Commerce and other Downtown business organizations to utilize courtesy notices and other programs to educate business owners, building owners, and employees to smart parking options that encourage long-term parking outside of the Downtown

Retail Core. These may be a programs limited to weekends and/or during the summer when parking demands are higher.

Mid-Term

- In the South Retail Core remark wider east-west streets with angle parking. Evaluate angle parking on both sides of a street and/or shallow angle parking in light of circulation requirements since 60° angle parking on both sides of most east-west streets will likely cause traffic to be confined to one-way traffic only.
- If time limit violations become more frequent (particularly during high demand seasons of the year) consider increasing enforcement. So as not to deplete the resources required to provide the desired public safety objectives, consider creating a position or class of parking enforcement officer who may not be a sworn police officer but would have the authority to issue parking citations and assist in temporary manual traffic control.
- Consider a second ring of parking time limits beyond the 2-hour parking zone for 3-hour or 4-hour time limits to serve customers who need or want to have longer visits to the Downtown, but to discourage all-day employee parking. For example along O Street and Q Street in the Downtown Core.
- Work with business owners to share privately owned single use off-street parking areas among several compatible businesses.

Long-Term

- Consider establishing residential permit parking zone(s) on the Downtown edge particularly in areas where the City wishes to encourage higher density multifamily workforce housing units. Care must be taken to moderate multifamily parking spillover impacts into single family residential neighborhoods.
- In Cap Sante Marina, consider defining parking stalls in unpaved areas so the space can be used more effectively and increase the number of available parking stalls. Since this area is near the shoreline, care should be taken in managing the storm water runoff so options that do not require paving could be considered.

Ongoing

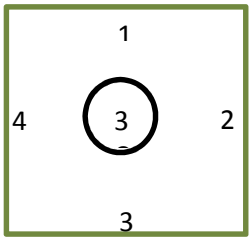
- Minimize barriers to ensure that public parking is easily accessible through ongoing maintenance and construction efforts. Examples could include:
    - Curb bulbs to reduce walking distances across streets,
    - Good drainage to minimize puddles at the curb edge and in the walking path,
    - Properly designed curb ramps for the elderly and disabled.
    - Sidewalks that are in good repair with minimal or no slab offsets due to differential settlement and/or tree roots (toe catchers).

Appendix A
Parking Study Design

Study Area

The two areas studied in Anacortes included the Downtown and the Cap Sante Marina. The Downtown included the 27 block area generally bounded by 3rd Street to 11th Street and N Avenue to R Avenue. The downtown was further divided into subareas that were labeled North Retail Core, South Retail Core, and the Central Business District Fringe or Outer Downtown area as described earlier in this study report.

A reference grid was developed to identify each block with a letter and a number. This grid network is illustrated on the left with the letters across from west to east and numbers from north to south. For example, the block in the northwest corner of the study area was labeled block 1A. The numbers 1 through 4 were assigned to each curb face of the given block. The north curb face was always numbered with "1", east curb face with "2", south curb face with a "3", and west curb face with a "4" as illustrated to the right. This level of detail allows stated to be analyzed on a block by block and block base by block face basis so decisions regarding changes in time limits, need for additional parking stalls, or other changes in regulation or enforcement can be made on a factual basis. Further, if a follow-up study is performed, more direct comparisons can be achieved to identify changes in parking characteristics.



The Cap Sante Marina was divided into subareas since the parking is organized more like an off-street parking lot. Parking Lots 1, 5, 6, and 7 are paved parking lots with marked parking spaces for cars. Parking Lots 2, 3, 4, and 8 are unpaved and do not have marking parking spaces. These parking lots are largely used for boats and boat trailers and overflow peak parking.

Parking Supply

The first step in evaluating parking is to understand the number of parking spaces currently available in Downtown Anacortes. To get a complete picture of the parking supply, both on-street and off-street parking stalls were inventoried. While off-street parking does not fall within the day-to-day control of the city, it is important to understand this component of the total parking supply so decisions regarding the need for parking and associated land uses are not made solely on the basis of the publicly available and managed parking supply.

The on-street parking supply was determined by measuring each block face and deducting the space required for setbacks from the intersections and driveways. The space remaining was then divided by the average length of a car to determine the number of parking stalls that could potentially park on a

given block face. A visual check of the inventory was also performed using Google Earth to adjust the mathematical calculation to reflect unusual spacing characteristics between driveways, approaches to alleys, and/or no parking areas. Because on-street parking stalls are not marked in all locations, minor adjustments were made based on field observations. This parking supply was tabulated on a block face basis.

The off-street parking supply was initially determined by counting the parking stalls in open lots and adjacent to buildings using Google Earth. A field review was then performed to verify areas where parking spaces were unmarked or the use of a particular area was unclear from the aerial photograph.

In the Cap Sante Marina area, parking spaces were counted where stalls were marked on the pavement. In unpaved or unmarked areas, an estimate of the number of car spaces (or spaces for cars with trailers) were estimated by dividing the total parking lot area by the average area required for a car or for a car and trailer (including circulation area). Adjustments to these initial estimates were made based on observations of actual use collected during field counts.

Parking Occupancy

The number of cars parked were recorded on midweek weekday and weekend day in both the downtown and Cap Sante area. Counts on-street and off-street were made on two hour intervals starting at 8 AM through 6 PM and were recorded by block or blocks face.

On-street parking counts were performed by two teams of counters that drove within the study area counting the parked cars recording the count by block face for on-street parking and by block for off-street parking. The data on the parking occupancy sheets were then transferred to a spreadsheet where the number of occupied stalls on a block-by-block and subarea-by-subarea basis were summarized.

During the same time intervals, off-street parked cars were counted. Again, the teams drove to/through the off-street parking lots/areas while the counter counted the number of cars parked and recorded the data for each time interval. The parking data was again transferred to the spreadsheet for tabulation on a block-by-block basis. This same procedure was used to count the number of cars parked in the Cap Sante Marina area.

Parking Duration

The average duration for cars parked in downtown was surveyed on several block faces in the North retail core, the South retail core and the downtown fringe. These block faces were selected based on direction from city staff to ensure that such focused surveys were representative examples of each subarea. To measure parking duration, the last three characters on the license plates of cars parked along each of selected block face was recorded on hourly intervals between 8 AM and 6 PM. These studies were performed on the same mid-week day and weekend day as the parking occupancy studies.

At the end of the day, the license plate characters were compared from one hour to the next to determine the length of time that each vehicle stayed on the same block face. If the same license plate characters were observed in two consecutive hours it was assumed the average duration would be one hour. If the same license plate characters were observed on the same block face during four consecutive surveys, that same car was not observed during the fifth survey, it was assumed that the duration would be 4 hours even though it might have been slightly longer. The information for each block face on each day was organized into intervals ranging from 0 to 1 hour up to over six hours. No parking duration studies were performed in the Cap Sante Marine area

On- Street Parking Occupancy

Field Inventory Sheet

Area of Study_____

Date of Study_____ Surveyor_____

Day of the Week_____

Block-Curb Face	Time of Day					
	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
1A-1						
1A-2						
1A-3						
1A-4						
Time						
1B-1						
1B-2						
1B-3						
1B-4						
Time						
1C-1						
1C-2						
1C-3						
1C-4						
Time						
2A-1						
2A-2						
2A-3						
2A-4						
Time						
2B-1						
2B-2						
2B-3						
2B-4						
Time						
2C-1						
2C-2						
2C-3						
2C-4						
Time						
2D-1						
2D-2						
2D-3						
2D-4						
Time						

On- Street Parking Occupancy

Field Inventory Sheet

Area of Study_____

Date of Study_____ Surveyor_____

Day of the Week_____

Block-Curb Face	Time of Day					
	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
3A-1						
3A-2						
3A-3						
3A-4						
Time						
3B-1						
3B-2						
3B-3						
3B-4						
Time						
3C-1						
3C-2						
3C-3						
3C-4						
Time						
3D-1						
3D-2						
3D-3						
3D-4						
Time						
4A-1						
4A-2						
4A-3						
4A-4						
Time						
4B-1						
4B-2						
4B-3						
4B-4						
Time						
4C-1						
4C-2						
4C-3						
4C-4						
Time						

On- Street Parking Occupancy

Field Inventory Sheet

Area of Study_____

Date of Study_____ Surveyor_____

Day of the Week_____

Block-Curb Face	Time of Day					
	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
4D-1						
4D-2						
4D-3						
4D-4						
Time						
5A-1						
5A-2						
5A-3						
5A-4						
Time						
5B-1						
5B-2						
5B-3						
5B-4						
Time						
5C-1						
5C-2						
5C-3						
5C-4						
Time						
5D-1						
5D-2						
5D-3						
5D-4						
Time						

On- Street Parking Occupancy

Field Inventory Sheet

Area of Study_____

Date of Study_____ Surveyor_____

Day of the Week_____

Block-Curb Face	Time of Day					
	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
6A-1						
6A-2						
6A-3						
6A-4						
Time						
6B-1						
6B-2						
6B-3						
6B-4						
Time						
6C-1						
6C-2						
6C-3						
6C-4						
Time						
7A-1						
7A-2						
7A-3						
7A-4						
Time						
7B-1						
7B-2						
7B-3						
7B-4						
Time						
7C-1						
7C-2						
7C-3						
7C-4						
Time						
8B-1						
8B-2						
8B-3						
8B-4						
Time						

On- Street Parking Occupancy

Field Inventory Sheet

Area of Study_____

Date of Study_____ Surveyor_____

Day of the Week_____

8C-1						
8C-2						
8C-3						
8C-4						
Time						

Cap Sante Parking Occupancy

Area of Study_____

Date of Study_____ Day_____ Surveyor_____

Block-Curb Face	Time of Day					
	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Time						
CS1-Auto						
CS1-RV						
CS1-Auto/Trailer						
CS1 Total						
Time						
CS2-Auto						
CS2-RV						
CS2-Auto/Trailer						
CS2 Total						
Time						
CS3-Auto						
CS3-RV						
CS3Auto/Trailer						
CS3 Total						
Time						
CS4-Auto						
CS4-RV						
CS4-Auto/Trailer						
CS4 Total						
Time						
CS5-Auto						
CS5-RV						
CS5-Auto/Trailer						
CS5 Total						
Time						
CS6-Auto						
CS6-RV						
CS6-Auto/Trailer						
CS6 Total						
Time						
CS7-Auto						
CS7-RV						
CS7-Auto/Trailer						
CS7 Total						
Time						
CS7-Auto						
CS7-RV						
CS7-Auto/Trailer						
CS7 Total						

Off Street Parking Occupancy

Field Inventory Sheet

Area of Study_____

Date of Study_____ Surveyor_____

Day of the Week_____

Block-Curb Face	Time of Day					
	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
1A-A						
B						
C						
D						
Time						
1B -A						
B						
C						
D						
Time						
1C-A						
B						
C						
D						
Time						
2A-A						
B						
C						
D						
Time						
2B-A						
B						
C						
D						
Time						
2C-A						
B						
C						
D						
Time						
2D-A						
B						
C						
D						
Time						

Off- Street Parking Occupancy

Field Inventory Sheet

Area of Study_____

Date of Study_____ Surveyor_____

Day of the Week_____

Block-Curb Face	Time of Day					
	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
3A-A						
B						
C						
D						
Time						
3B-A						
B						
C						
D						
Time						
3C-A						
B						
C						
D						
Time						
3D-A						
B						
C						
D						
Time						
4A-A						
B						
C						
D						
Time						
4B-A						
B						
C						
D						
Time						
4C-A						
B						
C						
D						
Time						

Off-Street Parking Occupancy

Field Inventory Sheet

Area of Study_____

Date of Study_____ Surveyor_____

Day of the Week_____

Block-Curb Face	Time of Day					
	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
4D-A						
B						
C						
D						
Time						
5A-A						
B						
C						
D						
Time						
5B-A						
B						
C						
D						
Time						
5C-A						
B						
C						
D						
Time						
5D-A						
B						
C						
D						
Time						

Off-Street Parking Occupancy

Field Inventory Sheet

Area of Study_____

Date of Study_____ Surveyor_____

Day of the Week_____

Block-Curb Face	Time of Day					
	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Time						
6A-A						
B						
C						
D						
Time						
6B-A						
B						
C						
D						
Time						
6C-A						
B						
C						
D						
Time						
7A-A						
B						
C						
D						
Time						
7B-A						
B						
C						
D						
Time						
7C-1						
B						
C						
D						
Time						
8B-A						
B						
C						
D						

Off- Street Parking Occupancy

Field Inventory Sheet

Area of Study_____

Date of Study_____ Surveyor_____

Day of the Week_____

Time						
8C-A						
B						
C						
D						
Time						

Cap Sante Marina Parking Inventory

Summary Sheet

Date of Inventory_____ Surveyor_____
Day of the Week_____

Computerized Maps Count ☐
Field Count ☐

Lot Number	Trailer Parking	Estimated Parking Spaces (Unmarked)	Marked Parking Spaces	Disabled	Total
CS1					
CS2					
CS3					
CS4					
CS5					
CS6					
CS7					
CS8					

*estimated due to unmarked parking

On-Street Parking Duration

Summary Sheet

Area of Study_____

Date of Study_____ Surveyor_____

Day of the Week_____ Block-Curb Face_____

Parking Space	Time of Day									
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
16										
17										
18										
19										
20										
21										
22										
23										
24										
25										
26										
27										
28										
29										
30										

Duration (hours)	1	2	3	4	5	6	7	8	9
Number of Cars									

Brenda Lavender's comments 11/13/2016 Planning Commission Meeting

Environment & Conservation

Introduction

Anacortes is blessed with an abundance of natural beauty. Residents identify marine shorelines, streams, lakes, forested areas, and other natural features as defining features of the City. Preservation of these natural features is identified the community as an important priority. This policy is expressed through the goals and polices that support environmental stewardship, protection of habitat areas, and preservation of surface and groundwater quality.

The Environment & Conservation Element addresses numerous sustainability and healthy community goals and policies, including air quality, water quality, tree cover, and sustainable development practices.

The Environment and Conservation Element Supporting Analysis/Background Information contains the background data and analysis for this element.

Goals & Policies

Goal EC-1. Environmental protection. Serve as a leader in environmental stewardship of the natural environment for current and future generations.

Policy EC-1.1. Recognize the inter-relationship of natural systems, people and the economy and promote integrated and interdisciplinary approaches for environmental planning and assessment.

Policy EC-1.2. Work cooperatively with local, state, regional and federal governments and community organizations to protect and enhance the environment. Encourage participation in local and national organizations such as Tree City USA.

Policy EC-1.3. Promote and lead public education and involvement programs to raise public awareness about and involvement in environmental issues, advocate respect for the environment and demonstrate how individual actions and the cumulative effect of a community's actions can have significant effects on the environment.

A. Establish and promote an ongoing volunteer program in and out of our schools aimed at educating residents and visitors with speakers, programs and written information. This program shall promote stewardship of Fidalgo Island.

B. Develop and implement a program aimed specifically at reduction of litter, plastics and other nuisances.

c. Investigate and implement programs which will help stop acidification and plastic pollution in our oceans.

C. Support and encourage citizen involvement in backyard wildlife habitat programs, forest education programs, tree preservation, and shoreline stewardship programs.

D. Water conservation and water recycling shall be high priorities in the City's Water System Plan.

E. Maintain a continually updated list of City, County and State planning, environmental and development documents at City Hall and the Anacortes Public Library for public review.

F. Publish and make available information to help private property owners maintain property in its historic or undeveloped state, such as tax benefits, the Nature Conservancy, Skagit Land Trust, City Historic Preservation Board saleback and leaseback, property donation, property exchange, cluster development, and transferrable development rights.

G. Implement the educational provisions of the Critical Areas Ordinance.

Policy EC-1.4. Actively work with local, regional, and state agencies and private entities, to acquire larger tracts of key open lands in the region, including through such programs as transfer of development rights (TDR).

Policy EC-1.5. Identify/inventory areas of aesthetic, educational, historical, cultural and/or biological significance, encourage their preservation, and regulate development which could cause significant deterioration of these qualities.

Policy EC-1.6. Provide opportunities for residents to have access to undeveloped natural areas where appropriate.

Goal EC-2. Marine waters and shorelines. Enhance and preserve the City's shoreline areas and marine resources while accommodating uses reasonable and appropriate to shorelines.

Policy EC-2.1. Adhere to the goals and policies outlined in the City of Anacortes Shoreline Master Program (ASMP).

Policy EC-2.2. Maintain, enhance and increase the public's physical and visual access to shorelines and tidelands.

Policy EC-2.3. Develop a recreational and wildlife corridor along the Guemes Channel with links to other natural areas including ACFL, Ship Harbor, and Washington Park. (Include Tommy Thompson trail to Marsh's Pt.)

Policy EC-2.4. Work to preserve and restore forage fish spawning areas as shown in the Fidalgo Bay Sub-Area Plan and its restoration element.

Policy EC-2.5. Water dependent and water related uses should be allowed to continue to locate and expand in industrial, commercial, and commercial marine zones.

Policy EC-2.6. ~~Soft armoring of shorelines is generally preferred over riprap or~~ hard armoring. Eliminate or prohibit) more consistent with 2.7

Policy EC-2.7. Plan to implement shoreline restoration and enhancement projects where natural shorelines have been altered.

Policy EC-2.8. City owned right of ways or street ends that afford access to, or views of, marine shorelines should be evaluated for suitability of street end parks and wildlife corridors, and the vacation of such should be avoided in

most cases. Those street ends which lend themselves to park use should be considered for development as such. The City street vacation policy shall reflect this intent.

Goal EC-3. Natural hazards. Protect people, property and the environment in areas of natural hazards.

Policy EC-3.1. Protect, and where possible, enhance or restore existing shoreline and other flood-prone areas.

Policy EC-3.2. ~~When development occurs~~ strict regulations within the 100-year floodplain, ~~seek~~ to minimize risk to people, property and the environment.

Policy EC-3.3. Promote soil stability through retention of existing vegetation.

Policy EC-3.4. Manage development in erosion hazard areas to minimize erosion.

Policy EC-3.5. Avoid potential impacts to life and property by strictly limiting land disturbance and development in landslide hard areas.

Policy EC-3.6. Support and promote seismic hazard preparedness efforts.

Policy EC-3.7. Reduce the City's exposure to landslides, tsunamis, earthquakes; minimize reliance on federal and state programs for disaster mitigation; and protect public and private property, save lives, and use community resources wisely.

very confusing does not make sense as written

Policy EC-3.8. Integrate regulatory standards such as buffers and setbacks with hazard avoidance measures.

Policy EC-3.9. Coordinate hazard vulnerability assessments with programs for purchase or preservation of open space.

Policy EC-3.10. Update hazard mitigation and disaster plans a minimum of every five years as a joint effort with Skagit County in coordination with local agencies.

Policy EC-3.11. Coordinate related activities of City departments with the County, State, and Federal agencies.

Policy EC-3.12. Continue to compile and revise mapping of vulnerable areas by using City, County, State, and Federal databases. As additional surveying and other data collection is produced for infrastructure improvements, integrate this information into the mapping system. Update mapped hazard designations based on "real world" information as it becomes available.

Policy EC-3.13. Revise the Zoning, Subdivision, Critical areas regulations and the regulations portion of the Shoreline Master Program to incorporate hazard avoidance provisions and assure consistency of definitions and mapping.

Policy EC-3.14. Continue to update and maintain the City's GIS database inventory of city infrastructure.

Policy EC-3.15. Support public outreach programs to ensure the citizenry is aware of potential natural hazards and emergency procedures that are in place.

Goal EC-4. Water quality. Protect and enhance water quality.

Policy EC-4.1. Work with neighboring jurisdictions and other partners to maintain and restore natural hydrological functions on a drainage basin level.

Policy EC-4.2. Promote the sustainable use of water resources, including conservation efforts.

Policy EC-4.3. Prevent pollution of surface and groundwater resources through regulations, programs and public education.

Policy EC-4.4. Conduct regular inspections and maintenance of City sewer infrastructure according to public works policies to minimize impacts to surface and groundwater.

Policy EC-4.5. Require new development to utilize stormwater best management practices, such as low impact development and other natural drainage techniques.

Policy EC-4.6. Strive to minimize impervious surfaces in the City.

Policy EC-4.7. Encourage the proper use and maintenance of existing on-site septic systems and encourage connection to sanitary sewer whenever possible.

Policy EC-4.8. Protect and preserve areas that are critical for aquifer recharge, such as wetlands, streams and water bodies.

Policy EC-4.9. Strive for "no net loss" of wetland acreage, function and value within each drainage basin over the long term.

EC-5. Fish & Wildlife. Protect and enhance fish and wildlife habitat.

Policy EC-5.1. Identify, plan for and preserve habitat areas, including wildlife corridors and areas with healthy native ecosystems, through development regulations and as part of the Parks, Open Space and Recreation Plan.

Policy EC-5.2. Participate in regional species protection efforts, including salmon habitat protection and restoration.

Policy EC-5.3. Encourage the removal of invasive species and the replanting of natural vegetation.

Policy EC-5.4. With the exception of habitat improvements, stream alterations should only occur when absolutely necessary and should minimize adverse impacts to aquatic life.

EC-6. Surface water. Maintain or improve the functional integrity of water-courses, wetlands, bodies of water and their shores by keeping them in their existing natural condition where appropriate or restoring them as appropriate.

Policy EC-6.1. Streams and wetlands should be examined in a basin-wide approach before adjustments to the system are considered.

EC 7.5 Rewrite

① Develop regulations to preserve Heritage Trees.

② Encourage planting of trees which also accommodate view corridors and solar access.

Policy EC-6.2. Significant fills and excavations, which by their nature affect both surface and groundwater dynamics and habitat, shall be allowed only by permit process.

ing

Policy EC-6.3. Inventory all significant drainage patterns and make this information available to City planners and residents.

Policy EC-6.4. Place appropriate restrictions on land surface modifications and tree removal that would cause unnecessary landscape scarring, hydrology modifications, erosion, or undermining of support of nearby land, including, but not limited to, dredging, filling, clearing, paving, and grading.

EC-7. Trees. Recognize the importance of mature trees as an integral part of the ecology and heritage of the city.

Policy EC-7.1. Retention of mature trees should be an essential ~~consideration~~ component in project development and building plans.

Develop

Policy EC-7.2. Encourage regulations which assist in preserving trees and develop regulatory penalties for unauthorized tree removal.

Policy EC-7.3. Education practices will encourage the planting and retention of trees.

Unclear and redundant

Policy EC-7.4. Maintain and enhance a street tree maintenance program on arterial streets and City–owned trees.

Policy EC-7.5. Encourage community residents and property owners to preserve the tree canopy within existing neighborhoods.

Rewrite

Policy EC-7.6. Consider allowing off-site options for replanting and restoration in order to meet tree retention requirements and achieve tree canopy coverage. When it has been determined tree(s) cannot be saved.

EC-8. Sustainability. Increase the sustainability and efficiency of building practices in Anacortes.

Policy EC-8.1. Energy conservation shall be a goal in the design or remodeling of commercial, public and residential building.

Policy EC-8.2. Promote the use of environmentally friendly construction practices, such as those specified under certification systems such as Leadership in Energy and Environmental Design (LEED), _____.

Policy EC-8.3. Consider developing incentives for construction or remodeling of structures to utilize state of the art energy conservation techniques (including, but not limited to, insulation, passive energy design, co-generation).

Reward

Policy EC-8.4. Encourage projects that utilize green energy strategies and innovative approaches to conserving resources by providing incentives such as flexibility in meeting regulatory requirements.

Policy EC-8.5. Promote sustainable building management and maintenance practices.

Develop strategies for the

Policy EC-8.6. Encourage conversion of existing low-efficiency building stock to cost-effective and environmentally sensitive alternative technologies and energy sources.

Policy EC-8.7. Continue to adopt the latest energy codes.

Policy EC-8.8. Work with Puget Sound Energy to encourage conservation in street lighting and other public and private uses and supp ort programs that encourage renewable energy production.

Policy EC-8.9. Become a leader in innovative energy efficiency and reduction strategies through support and implementation of programs such as the City of Anacortes Community Energy Plan.

Goal EC-9. Air quality.

Policy EC-9.1. Promote compliance with federal and state air pollution control laws and improvements to regional air quality in cooperation with the Northwest Clean Air Agency.

Policy EC-9.2. Maintain high air quality through land use and transportation planning and management.

Policy EC-9.3. Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce dust sources.

Goal EC-10. Noise.

Policy EC-10.1. Maintain noise regulations to limit noise to levels that protect the public health and that allow residential, commercial, industrial and manufacturing areas to be used for their intended purposes.

Policy EC-10-.2. Ensure that mixed-use developments are designed and operated to minimize noise impacts. Measures may include provisions controlling uses, design and construction measures, and timing requirements.

Policy EC-10.3. Require buffering or other noise reduction and mitigation measures to reduce noise impacts from Commercial and Industrial zones on residential areas.

Goal EC-11. Light Pollution. Reduce light pollution.

Policy EC-11.1. Minimize and manage ambient light levels to protect the integrity of ecological systems and public health without compromising public safety and cultural expression.

Policy EC-11.2. Design and construct night lighting to minimize glare and to avoid spillover onto nearby properties.

Policy EC-11.3. Minimize overhead lighting that would shine on the water surface of the City's shorelines or streams. Encourage the use of pedestrian level or shaded lighting when providing lighting along the Tommy Thompson and Guemes Channel Trail.

Policy EC-11.4. Establish design standards and other regulations, where appropriate, that employ "dark skies" approaches.

EC- 12. Food security. Promote a resilient local food system.

Policy EC-12.1. Support efforts to identify vulnerabilities and formulate strategies to increase food resilience.

Policy EC-12.2. Support community workshops and educational programs regarding local food production.

Policy EC-12.3. Promote increased access to locally-grown foods by providing space for community gardens, encouraging backyard gardens, and encouraging the location of fresh food markets and community food gardens in close proximity to multifamily uses and transit facilities.

EC-13. Climate Change. Anacortes should be a regional leader in mitigating and adapting to climate change.

Policy EC-13.1. Support local community and multi-jurisdictional efforts to raise awareness, address the impacts of, and develop solutions to the challenges of climate change.

Policy EC-13.2. Consider a multi-pronged approach to climate change adaptation and mitigation, including support for energy efficiency (Anacortes Community Energy Plan), promotion of "green energy", vehicle trip reduction, and environmental protection.

Policy EC-13.3. Advocate for administrative practices, land use patterns, transportation systems, and building practices that will reduce greenhouse gas emissions.

Policy EC-13.4. Initiate efforts to identify potential local climate change impacts on built, natural and human systems and conduct a vulnerability assessment.

Policy EC-13.5. Promote community resiliency through the development of climate change adaptation strategies.

Policy EC-13.6. Recognize that the information surrounding climate change is constantly evolving and track the best available science to use for planning purposes.

Policy EC-13.7. Consider climate change impacts when conducting review of proposed land use and transportation actions and programs.

Policy EC-13.8. Support local community efforts to raise awareness and develop solutions to the challenges of climate change.

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From: Dean Johnson
To: "Beverly Hegg"
Cc: Grage, Libby
Subject: RE: Anacortes Plan for Re-zoning area around Portalis
Date: Friday, January 15, 2016 2:33:50 PM

Bev Hegg , Your presentation looks just beautiful , I don't think I could say anything else, you did such a wonderful job writing this letter to the City Of Anacortes. We agree with your every word , some of this land has gone through bankruptcy and new ownership and now new re- development plans. We are also very conserved about the density that will plague Portalis in the future, with all the traffic that tourism will bring to our development with traffic with the transit tourists running past our development. San Juan Development should be concerned because of the development that will be potentially blocking the view from the Tennis Court Area. Stewart mentioned that he would like to attend this Anacortes City meeting, but he is up to his eyeballs in Year End Taxes.

Thank You for doing such a wonderful job , your hard work writing this letter is greatly appreciated.

Regards, Dean Johnson & Stewart Lennox.

1401 Portalis Court
Anacortes Was 98221

From: Beverly Hegg [mailto:bevhegg47@gmail.com]
Sent: Friday, January 15, 2016 1:10 PM
To: D.Johns6@comcast.net
Subject: Fwd: Anacortes Plan for Re-zoning area around Portalis

I evidently had entered the wrong address when I sent this out….

Dear Neighbor: I am writing you today as a **resident** of Portalis Island Homes:

A couple of weeks ago, the Portalis Island Homes Board sent out a letter regarding the **Comprehensive Plan 2016** for the City of Anacortes. The Plan documents can be viewed on the City of Anacortes website. On Wednesday, the Planning Commission met on Land Use and Housing which could potentially affect our community. The letter from the Board suggested that you e-mail the Planning Department at the City.

As a homeowner, I chose to present my concerns in person to the Planning Commission over the Comp Plan, primarily related to the land around Portalis and San Juan Passages. I have attached a long version of that Presentation in this e-mail to further explain some of my concerns, as well as others, about the Plan. The meeting was well attended by residents of the Portalis Development as well as San Juan Passages, Clearidge and Rockridge Developments. Homeowners in our community as well as in San Juan Passages, have personally met with

members of the Planning Dept. **I urge all of you to write an e-mail to LibbyB@cityofanacortes.org at the Planning Department this month, telling them of your personal concerns.** They are also very good about answering questions by e-mail.

I personally am not against development, but hope that whatever does get developed on the land surrounding us, will conform to the other existing Developments and also be "responsible" Development. Many of us are especially concerned about the land to the North, East and West of Edwards Ln, owned by GDR Lending, and land to the West (behind Channel Marker homes) owned by the City of Anacortes.

Bev Hegg 1406 Portalis Ct. Anacortes, WA 916-408-4812

From: Dean Johnson
To: Grage, Libby
Cc: "Beverly Hegg"
Subject: RE: Anacortes Plan for Re-zoning area around Portalis
Date: Friday, January 15, 2016 3:49:43 PM

Greetings Libby ,

Yes , we are greatly concerned about the new planned development that may be constructed in front and around Portalis Island Home Community . Just wanted to let you know that we are in full support of Beverly Hegg E-mail she sent to you with her attachment for this community's concerns about any large buildings planned for future development on undeveloped land surrounding Portalis Community and San Juan Island Homes .

Thank You,

Rest Regards,

Dean Johnson & Stewart Lennox

1401 Portalis Court
Anacortes, Wash 98221

From: Grage, Libby [mailto:LibbyB@cityofanacortes.org]
Sent: Friday, January 15, 2016 2:54 PM
To: 'Dean Johnson' <d.johns6@comcast.net>
Subject: RE: Anacortes Plan for Re-zoning area around Portalis

Hello Dean,

I was copied on the email below. Would you please confirm that you would like me to add it to the public comments for the Comp. Plan update? It appears to reference a letter, which was not attached.

Just let me know how you'd like me to proceed.

Thanks,

Libby Grage
Planning, Community & Economic Development Department
City of Anacortes
P.O. Box 547 / 904 6th St.
Anacortes, WA 98221

360-299-1986
libbyb@cityofanacortes.org

2016 Comprehensive Plan Update Info

Find us on Facebook

Get involved…. It's your city!

From: Dean Johnson [mailto:d.johns6@comcast.net]
Sent: Friday, January 15, 2016 2:34 PM
To: 'Beverly Hegg' <bevhegg47@gmail.com>
Cc: Grage, Libby <LibbyB@cityofanacortes.org>
Subject: RE: Anacortes Plan for Re-zoning area around Portalis

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Bev Hegg 1406 Portalis Ct. Anacortes, WA 916-408-4812

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From: Beverly Hegg
To: Grage, Libby
Subject: Comp Plan 2016
Date: Friday, January 15, 2016 8:57:17 PM
Attachments: Planning0113 2016pdf.pdf
ATT00001.txt

Libby…..I have attached the long version of my comments presented at the Planning Commission that I would like forwarded to Commission and Council.

January 13 2016

I live in the Portalis Development at 1406 Portalis Ct., Anacortes, which lies next to the Developments of San Juan Passages and Channel Landing. This area is viewed from San Juan Passages, the water and existing and future developments above us. All are quiet developments with CC & R's. These comments are primarily directed for the proposed re-zoning of the Ship Harbor land that surrounds or backs up to the Portalis Development as well as San Juan Passages to the North, East and West.

Some or most of the undeveloped land in the Ship Harbor area is owned by GDR Lending as well as the City of Anacortes, the Port, the Portalis Developer and the owners of Ship Harbor Inn. All of this land is currently zoned Commercial Marine and most or all Developments in this area required conditional use permits for Development.

One City owned parcel connects or is close to the GDR property that directly abutts the Portalis Development. It could potentially be developed at the same time, following a negotiation between GDR and the City.

There has been much confusion over the proposed zoning changes in the Ship Harbor Area. That confusion is due to the proposed changes in the **Zoning description itself.** So, we are left with voicing our concerns about a proposed change in zoning from Commercial Marine to R3, and then again, with a proposed zoning change to the R3 description itself and whether it conforms to existing developments. The Proposed Zoning changes did not show up on the City website until approximately December 8th, 2015 after the draft was released and after the Open House for the Comp Plan 2016.

The maps and graphics in some of the Plan documents and used for presentation purposes by staff, clearly do not show existing roads and developments and only present more confusion. I found it easier using google maps or the map under the tab "Development Potential" (labeled City of Anacortes Residential Zones Land Development Status in the Draft Plan Documents, dated April 7, 2015) Placing proposed changes on to maps like this would enable Staff as well as the community to see existing developments more clearly.

The **CAC recommended R-2 or R-3 Zoning for the Ship Harbor Area.** The **Draft Plan recommends R-3**. I understand that the Planning Departments recommendation of R3 was to "conform with existing Development". A review of the new "proposed zoning changes" clearly show that the proposed zoning for the Ship Harbor area undeveloped land, does not conform with existing Developments.

I have heard and been told that residential density would be sought downtown where there are more services and better transportation and route options. However, my experience tells me that re-zoning the Ship Harbor Land in question to R-3, opens the door for Developers to apply for more density with more multi story buildings that do not conform with existing Developments.

Most of the homes in Portalis sit on land from 6,000 sq to well over 6,500 sq feet per the Skagit County Assessor. Our homes range from approx 1845 sq ft to over 3,000 sq ft. in size on two

levels. The proposed R3 zoning change calls for homes on a minimum of 4500 sq foot lots. **The same R3 that could also include multi story apartments and senior housing along with Townhouses, duplex's, cottages and Accessory dwelling units.** The only thing that R3 does not include is mixed use development with retail/office on the bottom and housing on top. **The proposed zoning description for R2 calls for homes on at least 6,000 sq. ft. lots, cottages, ADU's and duplexes (permitted in limited cases).**

A few years ago, GDR Lending attempted to get the zoning changed to medium density R3 residential (R3 at the time, not the "proposed" description of R3) from Commercial Marine. At the time, **GDR indicated that prior Development approvals would no longer be "in harmony" with the existing communities**.

Changes to the Ship Harbor area following the initial approvals for Development by a previous owner, (whose permits have now expired), shows growing Wetlands and an increase in wild life with the removal of trees and shrubs along SR20 in preparation for other developments. In the last two years alone, ferry ridership has added approximately 35,000 more vehicles leaving Anacortes by ferry. **The Draft Comp Plan used 2013 data**.

This area cannot tolerate the increased traffic on SR20. When considering future Developments in this corridor, normal traffic reports need to be augmented with ferry traffic data. Per year, if you add the 951,056 ferry rider cars that leave from Anacortes, and then add normal residential traffic along with traffic to Washington Park, and then add a portion of the 397,201 foot passengers per year who park at the ferry landing or are dropped off, you understand more clearly, the major concern of the community over increased density west of town.

There are two other Homeowner Associations within the Portalis Development and they are made up of a single row of townhomes. These townhomes, however, sit at the top of Portalis immediately adjacent to Hwy 20. Neither GDR, City or Port owned properties are adjacent to these townhomes. However, these townhomes, as well as the rest of the Portalis Development still under construction, could be impacted by the type of development on the land below the Ship Harbor Inn. (Views, noise, traffic)

I encourage the Planning Department to consider re-zoning the "Ship Harbor Area" from Commercial Marine to R-2 as described under the new "Proposed Changes in Zoning" and the alternative option sought by CAC. That is the only option for any kind of conformity to the existing developments.

Careful attention should also be given to zoning changes and/or land use options for the land below the Ship Harbor Inn owned by the same owners. The height of buildings or the type of use could deeply impact existing and future residential development as well as the impact of noise and traffic.

Beverly Hegg

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From: Barnes, Sharylee
To: Grage, Libby
Subject: RE: Anacortes Plan for Re-zoning area around Portalis
Date: Tuesday, January 19, 2016 10:01:00 AM

Thank you, Ms Grage,

On re-reading my comment I see that it could be confusing re the "views". I meant that people using Guemes Channel (Ferry riders, boaters, crabbers, sailors) would prefer to look at as much unspoiled land on Fidalgo Island as possible.

Best regards,
Sharylee Barnes

From: Grage, Libby [mailto:LibbyB@cityofanacortes.org]
Sent: Tuesday, January 19, 2016 9:35 AM
To: Barnes, Sharylee
Subject: RE: Anacortes Plan for Re-zoning area around Portalis

Dear Ms. Barnes,

Thank you for your comments – they will be added to the comments received and forwarded to the Planning Commissioners.

Best regards,

Libby Grage
Planning, Community & Economic Development Department
City of Anacortes
P.O. Box 547 / 904 6th St.
Anacortes, WA 98221

360-299-1986
libbyb@cityofanacortes.org

2016 Comprehensive Plan Update Info

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From: Barnes, Sharylee [mailto:sbarnes@rgare.com]
Sent: Friday, January 15, 2016 2:13 PM
To: Grage, Libby <LibbyB@cityofanacortes.org>
Subject: FW: Anacortes Plan for Re-zoning area around Portalis

Dear Ms. Grage,

I am a resident and homeowner adjacent to parts of the land to the West, East and North of Edwards Ln, owned by GDR Lending, and overlooking land owned by the City of Anacortes to the West of Channel Marker Ln. I'm sorry I could not attend the Public Hearing on Jan 13, 2016 in person.

I fully support the thoughtful remarks authored by Beverly Hegg in the attachment above.
Personally I would stress the importance of: conservation of native trees and fauna (already in part decimated by nearby development), landslide potential, ocean pollution, and traffic on Hwy 20 and surrounding neighborhoods.
It seems unfair to dishonest that most homeowners purchased their homes with the city plan *of the time* in mind, and now it's changing, with high risk of damage to their life-savings, pleasure and to the environment.

Please preserve our neighborhood and the views of Ferry riders, sailors, crabbers, and boaters in Guemes Channel by not allowing any more density than R2 in the lands described above. My personal preference would be to have all that land be park land with a major replanting of Douglas Fir, Western Red Cedar, salal and Nootka roses.

Sharylee Barnes
1315 Portalis Ct

From: Beverly Hegg [mailto:bevhegg47@gmail.com]
Sent: Friday, January 15, 2016 3:03 PM
To: John Lucke; Jeri Starrett; Ben Bayma; Bob Deckrosh; dibowlin@comcast.net; dbowling@eps-west.com; GilaMPC@comcast.net; bogester@aol.com; bev.mikecarlson@gmail.com; haw@msn.com; Barnes, Sharylee; D.Johnson6@comcast.net
Cc: falk360@comcast.net; Dennis Oeth A; jettaandbrandy@comcast.net; Carol Masters; encap17044@aol.com
Subject: Anacortes Plan for Re-zoning area around Portalis

Dear Neighbor: I am writing you today as a **resident** of Portalis Island Homes:

A couple of weeks ago, the Portalis Island Homes Board sent out a letter regarding the **Comprehensive Plan 2016** for the City of Anacortes. The Plan documents can be viewed on the City of Anacortes website. On Wednesday, the Planning Commission met on Land Use and Housing which could potentially affect our community. The letter from the Board suggested that you e-mail the Planning Department at the City.

As a homeowner, I chose to present my concerns in person to the Planning Commission over the Comp Plan, primarily related to the land around Portalis and San Juan Passages. I have attached a long version of that Presentation in this e-mail to further explain some of my concerns, as well as others, about the Plan. The meeting was well attended by residents of the Portalis Development as well as San Juan Passages, Clearidge and Rockridge Developments. Homeowners in our community as well as in San Juan Passages, have personally met with members of the Planning Dept. **I urge all of you to write an e-mail to LibbyB@cityofanacortes.org at the Planning Department this month, telling them of your personal concerns.** They are also very good about answering questions by e-mail.

I personally am not against development, but hope that whatever does get developed on the land surrounding us, will conform to the other existing Developments and also be "responsible" Development. Many of us are especially concerned about the land to the North, East and West of Edwards Ln, owned by GDR Lending, and land to the West (behind Channel Marker homes) owned by the City of Anacortes.

Bev Hegg 1406 Portalis Ct. Anacortes, WA 916-408-4812

From:	Darby Brown
To:	Grage, Libby
Subject:	City of Anaortes Comprehensive Plan
Date:	Wednesday, January 20, 2016 10:01:10 AM

Dear Sir/Madame:

The purpose of my email is to provide comment on the City's Comprehensive Plan. It is my understanding the plan will address projected growth -- including the area you are referring to as the Ship Harbor area -- currently zoned Commercial Marine (CM). I believe that it would be to the advantage of the City and neighboring residential areas to pursue proposals for zoning change, which are more limiting than CM in variety and density.

For example, we understand the City Planning Department is considering an alternative to be called "Ship Harbor Residential Zone." With this designation we would be able to request lot sizes in keeping with R2 zoning requirements and adherence to the single family nature of the existing communities of San Juan Passage and Channel Landing. This should include some provision for parks and open spaces available to the public -- with landscaping consistent with the connecting neighborhoods. I believe that any zoning changes in this Ship Harbor area should provide for consistency in development with surrounding land use.

Also, in future development, I am sure you will consider that Ship Harbor Boulevard is the only entrance and exit for San Juan Passage, Channel Landing, and public access to the Guemes Channel Trail in this area. Any new development will further increase traffic on Ship Harbor Boulevard.

Thank you for receiving these comments,

Winston Darby Brown, Jr.
(Channel Landing)
4307 Navigator Lane
Anacortes, WA 98221
(360) 941-7774

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From: Nick Rennis
To: Grage, Libby
Subject: Comments given 1/20 re: Economic Development
Date: Wednesday, January 20, 2016 8:32:21 PM

Hi Libby --

Please find, below, the comments I gave at the 1/20 Planning Commission meeting.

"I have a few additional thoughts with regards to the process and the idea of a comprehensive plan being made representative of work that has already been done by this and many other groups, committees, and subcommittees while also understanding that the comprehensive plan is a broad document and not a strategic plan. I hope my comments can be interpreted as 'big picture'.

I urge the Commissioners to view the Economic Development subcommittee's retail report and suggest that economic development incentives be pursued for small businesses and not just big companies.

Economic development is more than retail, as it encompasses our marine trades, etc.

Be cautious of "growth for growth's sake". The phrase 'economic development' itself is clunky. We desire better development. We reject a proposed economic strategy that would lead to a short term building boom and re-development that benefits only the wealthy.

This leads to one of the biggest issues facing our country, our state, and even our town today: income inequality and the increased cost of living. Anacortes is a city that increasingly only retirees and few others can afford evidenced by vast amounts of my peers being priced out of their homes and businesses and forced to move elsewhere.

What does that do to economic development?

We need initiatives that focus on young people coming and staying here living and working in town, and actually spending their money within our community.

This is both a housing and economic development issue.

Where are young people going to work and/or establish their own businesses/projects if they expect to be able to afford living here?

It sounds ridiculous, but these people are this town's future. Planning without them won't get us far."

Nick

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From:	Deanna Hope
To:	Grage, Libby
Cc:	Deanna Hope
Subject:	2016 Comp Plan update - Transportation
Date:	Wednesday, January 20, 2016 12:41:27 PM

Libby,

I am enclosing comments on the Transportation section for the 2016 Comp. Plan update.

I do not intend to testify at the public hearing for this issue. I am sorry that I have not had a chance to submit these earlier in the process.

Thanks,

Al Johnson

Jan. 20, 2016

City of Anacortes Planning Department

Enclosed are Ten comments in regards to the Transportation element of the 2016 Comprehensive Plan Update.

Thank you,

Al Johnson
1201 4th St.
Anacortes

These comments follow the format of the 'Draft Transportation Plan'.
The ten comments either **Oppose**, **Add** additional language or Propose a **New** policy item.

I.
Proposal:
Policy T-1.11. Reserve all undeveloped City right-of-way for future use and do not vacate City right-of-way unless overwhelmingly beneficial to the city.

Comments:
Oppose.
This is too broad and too strong of a restriction on future decision makers.
Words such as 'all' and 'overwhelmingly beneficial', are too strong of language to permit future decision makers sufficient flexibility to make contemporary decisions.
We have an open and transparent system, including public hearings that allows these

decisions to be made. We need to allow decision makers to have flexibility to make decisions, based on the individual facts.
This restriction can hinder, not only private development, but also public uses, such as parks, schools, cemetaries, ports, etc.
Our right of ways were platted over a century ago. We need to have a flexible system to allow change to keep up with a changing community.

II.
New Proposal:
Policy T-1-13. Coordinate the City transportation plan with other local governental agencies, In particular the Port of Anacortes and the Anacortes School District.

Comments: Most public anger with local government agencies result from their activities which affect local citizens daily actions. This usually means traffic. We have a history of non cooperation between the leaders and the mid level administrators of the City, Port and School District. Issues such as the Port's 'Coke trucks' and the ASD's inadequate parking and drop-off parking schemes have generated much ill-will towards local governments. We need to encourage more cooperation and communication between these entities.

III.
New Proposal:
Policy T-1-14. Encourage the development of a multi-modal transportation center.

Comments:
We should develop a multimodal transportation center to promote shared transportation. This would include public and private transportation options, to encourage more efficient transportation ooptions for Anacortes. Examples would include: SKAT, Island Transit, Amtrak / Greyhound connecting services, ASD School Buses, Airport Shuttles, State Ferry Shuttles, Taxi's, Uber, etc.
The transportation center would include some sort of all weather facility and information kiosk/office.
We should encourage the center to be within walking distance of the CBD.

IV.
New Proposal
T-2 – Safety, Options, Mobility
T-2-6 (this numbering would move following numbers up one digit – but, the appropriate number for this new proposal would be under the 'SAFETY, OPTIONS, MOBILITY' sub-heading).
T-2-6. SR20 / 12th St.-Oakes Ave. Corridor.
(a.) This should be designated a Major Traffic Corridor.
(b.) A Major Traffic Corridor should not permit any new private access. Any private access would have to be permitted throught the City of Anacortes Variance system.
(c.) All existing non-arterial roads that intersect with the SR20 / 12th St.-Oakes Ave. Corridor shall be blocked off no closer than 1-- feet from the corridor.

Comments:

The 12th St. mess has been the most controversial street since 1959. This is a state highway, so City action is limited to connecting streets.
Traffic flow is a critical component of a smooth functioning traffic system. One vehicle pulling out in front of a line of cars disrupts the flow of traffic, decreasing traffic capacity on that Corridor.
The City can close off those many side streets and use that property for pocket parks, affoprdable housing or other cyt goals.

V.
New Proposal
T-2 – Safety, Options, Mobility
T-2-7 (this numbering would move following numbers up one digit – but, the appropriate number for this new proposal would be under the 'SAFETY, OPTIONS, MOBILITY' sub-heading).
T-2.7. Shared transportation 'pull-outs' should be encouraged and required on major arterial streets. These should be of sufficient design to allow full size buses to be able to completely pull out of the normal lane of traffic.

Comments:
Pull outs encourage shared transportation modes, such as buses, taxis, etc.
Pull outs allow for a smoother flow of traffic on major artetial streets, decreasing congestion.
Pull outs are much safer for other vehicles in the traffic lane and users of shared transportation modes during their loading and unloading actions.

VI.
Proposal Addition:
Policy T-2.10. Encourage development of safe and easy-to-use bike paths and pedestrian walkways in and around Anacortes and coordinate with regional pedestrian and bicycle routes.
Add: Encourage separate grade pedestrian/bike crossings.

Comments:
Separate grade crossings greatly enhance and encourage pedestrian and bicycle travel, not to mention the safety aspects.
An example is 35th St. and 'R' Ave. When the 'R' Ave. and SR20 intersection was rebuilt, it would have been easy to install a pedestrian/bicycle path under 'R' Ave. to connect 35th St. on both sides of 'R' Ave.
This would still be a geat idea, to install a 'cut and cover' pedestrian/bike tunnel, which would utilize an undersued residential street as a pedestrian/bike connector from the South Anacortes area, to the Tommy Thompson trail.

VII.
Proposal Addition:
Policy T-2.25.
Add: Encourage One-Way streets, where existing development and/or geographical issues restrict full width streets.

Comments:
These areas where the geography does not allow for modern full width streets should be encouraged to utilize alternative ideas to accommodate the transportation needs of that area. The 32nd to 29th connector, between 'H' Ave. and 'J' Ave. is an example.
A future project could be to clean up the Island View mess. Changing 22nd and Island View Pl. (from 'E' Ave. to 'H' Ave.) to opposing one way streets.

VIII.
Proposal Addition:
Policy T-3.1.
Add: Encourage redevelopment of the 'Tommy Thompson' train system.

Comments:
Anacortes is fortunate to have a history, some equipment and a dedicated group of citizens that are willing to redevelop the Tommy Thompson small gauge railway in Anacortes.
This could be an important element of out tourist industry.

IX.
Proposal Addition:
Policy T-3.6. Consider an Intelligent Transportation System (ITS) improvement (electronic information collection and display for highway users) to reduce impacts of WSDOT Ferry traffic.
Add: Truck information for Anacortes Industrial traffic.

Comments:
We have issues with our North Town Industries routing their large trucks through residential areas. Most truckers use GPS systems, that tend to miss local characteristics, requirements, etc. This is especially true when construction projects, (such as closing 'R' Ave., for paving) cause the GPS to reroute. When the project is complete. the route is often time not changed back to the original setting.

X..
New Proposal:
Policy T-4-5. Encourage or require all parking lots, serving cars and light trucks, to use a premeable, environmentally friendly materials, to minimize storm water runoff to Puget Sound.

Comments:
Many new parking lots utilize a 'permeable pavement' system that allows storm water run-off to be captured on site and evaporate to the atmosphere.
These systems tend to break down under heavy truck traffic, so, are only practical in light duty (cars and light trucks) parking areas.