ANACORTES BIKES AND WALKS
A Bicycle/Pedestrian Plan
For Anacortes

Approved August, 2012
Anacortes Bike/Pedestrian Advisory Committee
On behalf of the City of Anacortes

Revision 0
Anacortes Bikes and Walks
By the Anacortes Bike/Pedestrian Advisory Committee

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Anacortes Bikes and Walks

A Bicycle/Pedestrian Plan for Anacortes

By the Anacortes Bike/Pedestrian Advisory Committee

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 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 awhile 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 around 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.

The AB/PAC used the checklist for certification as a Bicycle Friendly Community (League of American Bicyclists) as the basis for assessing the biking and walking facilities and programs in Anacortes. A second reason for using the checklist is that the City of Anacortes intends to submit for certification as a Bicycle Friendly Community in the Spring of 2012.
2) Anacortes Bicycling and Walking Baseline

The AB/PAC used the League of American Bicyclists’ (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 2007 Transportation Comprehensive Plan and 2012-2016 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.

This Engineering Section includes:

a. Route Corridor Overview

b. Route/Corridor map and regional map

c. Narrative description of each route/corridor

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

e. Prioritized recommendations

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/PED 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 byways will form the perimeter backbone of the system, tying all three regions of Anacortes together along an easy byway and connecting to the major and minor bikeways in the grid streets and in the west end.

This important NM Transportation corridor is signed as Regional Bicycle Route 1. It starts at the Berentsen Bridge, follows South and West March Point Roads to the Tommy Thompson Parkway trail crossing the bay and continuing into downtown, ending at 11th and Q. In the future this route will connect to the Guemes Channel Trail via Q Ave and 6th St. At present the Route 1 alternate follows Q Ave. to 8th to D&12th then westward on 12th/Oakes to link to the Washington State Ferry Terminal / Washington Park.

From this Route 1 backbone the following major corridors connect:

- North-South: Commercial Ave, M Ave, and Anaco Beach Road. Commercial is the heavily trafficked main street for Anacortes, critical for travel to stores and shops.
- East-West: 8th, 12th, 22nd, and 32nd.

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

Side streets and minor corridors are also important for non-motorized travel. Cyclists and pedestrians often take the path of least traffic. The secondary NM corridors are:

- North-South: Kingsway-Anacopper and D Ave are good connectors but hilly. The H-I-J-K route and O Ave are lower traffic alternatives to M and Commercial, respectively. R Ave. is very direct and has a signalized crossing at SR20 spur but has no shoulders and high traffic.
- East-West: 4th, 6th, 15th (13th-W.2nd low traffic potential byway), 17th (good crossings), 29th (low traffic bike boulevard type alternate to 32nd), 41st-Fidalgo-Hillcrest (south hill connector).

The following diagram builds on the main network and adds the minor byways.

b. Route/Corridor Map and Regional Map

See Route/Corridor map and Regional Map in Appendix, Figures 1 & 2.
c. Corridor Review

East/West Routes

Note: All routes are described traveling east to west but are reversible.

Route 1 (Guemes Channel Trail): This partially completed off grade multi-use waterfront trail will when complete run from 6th Street and Q Avenue on the east to Washington Park on the west. It will provide an off-road alternative to Route 12 (SR20Spur) for commuters and recreational cyclists, pedestrians and other non-motorized user groups. The eastern, on street end of the route is already in place as is a paved segment near Ship Harbor.

Begin from intersection of 6th Street and Q Avenue. Travel west one block to Commercial Avenue (traffic signal). Continue west one block to O Avenue (E-W stop). Continue west one block to N Avenue, then 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). Continue current route from 6th & H: 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.

This route currently intersects designated North/South routes at Q Avenue, Commercial/O Avenue, M Avenue, and 8th Street. 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.

Challenges to completing this route are a small number of property easements and construction costs. A collaborative effort between the City of Anacortes, the Anacortes Parks Foundation and others is tackling these challenges.

Route 4 (4th Street): Begin from Cap Sante Lookout. Travel northwest steeply downhill .5 miles on Cap Sante Drive/W Avenue/7th Street/V Avenue to 4th Street (N-S stop). Turn left. Travel west on 4th Street .4 miles to Commercial Avenue (E-W stop). Continue west 3 blocks to M Avenue. Turn left. Travel south 2 blocks to 6th Street (N-S stop) 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 roadway on this route. Pedestrians have sidewalks on entire route west of V Avenue (not all ADA accessible) but share roadway east of that. Challenges include route identification and very narrow winding roadway with poor sight lines to the top of Cap Sante. Proposed solutions: Sign the route at key intersections and at turns. Stripe/add shoulder on west side of Cap Sante Drive to provide climbing lane for bikes and pedestrians.

**Route 8 (8th Street):** Begin from east at intersection of 8th Street and Q Avenue. Travel west on 8th Street one block to Commercial Avenue (signal). Continue west on 8th Street one block to O Avenue (E-W stop). Continue west on 8th Street .6 miles to end, bear left onto F Avenue. Travel south on F Avenue one block to 9th Street. Turn right. Travel west on 9th Street one block to E Avenue. Turn left. Travel south on E Avenue one block to 10th Street. Turn right. Travel west on 10th Street one block to D Avenue (E-W stop). Turn left. Travel south on D Avenue two blocks to 12th Street (signal with pedestrian activation).

This route intersects designated North/South routes at Q Avenue, Commercial/O Avenue, M Avenue and D Avenue. It travels on low traffic residential streets through scenic Old Town with views to the west after cresting at G Avenue. Route grade is extremely gradual. Points of interest include the W.T. Preston and Maritime Museum, the Depot Arts Center and seasonal Anacortes Farmers Market, the downtown shopping district, Causland Memorial Park, Anacortes Public Library and Anacortes Museum.

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

**Route 12 (12th/Oakes):** Begin from east at intersection of 12th Street and Commercial Avenue (pedestrian activated signal). Travel west on 12th Street .2 miles to M Avenue (pedestrian activated signal). Continue west on 12th Street .7 miles to D Avenue (pedestrian activated signal). Continue west on 12th Street .2 miles at which point it becomes Oakes Avenue. Continue west on Oakes Avenue 2.1 miles to signal. Exit right for Washington State Ferry Terminal, through traffic bear left through signal onto Sunset Avenue. Continue west on Sunset Avenue .6 miles to Washington Park entrance.

This route intersects designated North/South routes at Commercial/O Avenue, M Avenue, Anacopper Road, Anaco Beach Road and Skyline Way. It travels on the striped shoulder of a high volume arterial (SR20Spur) to Ferry Terminal Road, then on marked bike lanes on Sunset Avenue. The scenic route is mostly level with gradual grades except for a moderately steep
descent westbound on Sunset Avenue. Points of interest include Commercial Avenue shopping
district, Roadside Park, Ship Harbor Interpretive Preserve, Washington State Ferry Terminal,
and Washington Park. This is the primary east/west route connecting west end neighborhoods
and guests arriving via ferry to the rest of Anacortes.

Bicycles share roadway with other vehicles on this route along a striped shoulder. Pedestrians have sidewalks on both sides between Commercial Avenue and F Avenue and then on the south side only between F Avenue and D Avenue (not all ADA accessible) but share the shoulder with bicycles and parked vehicles west of D Avenue until Sunset Avenue where sidewalks resume on both sides all the way west to Washington Park. Challenges on this heavily used route include narrow shoulder on 12th Street particularly between Commercial Avenue and D Avenue 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 needed through transition from Oakes Avenue to Sunset Avenue. Also suggest camera-type bicycle signal activation at the Ferry Terminal Road crossing. When funded and constructed, Route 1 along Guemes Channel Trail will provide a safer alternative for pedestrians and cyclists the length of Oakes Avenue.

**Route 15 (15th Street):** Begin from east at intersection of 15th Street and Commercial Avenue (E-W stop). Continue west on 15th Street through E-W stops at O Avenue, M Avenue and L Avenue to K Avenue (E-W stop). Turn right. Travel north on K Avenue one block to 14th Street. Turn left. Travel west two blocks on 14th Street through E-W stop at J Avenue to I Avenue (stop). Turn right. Travel north on I Avenue one half block to gravel alley. Turn left. Travel west one block on alley to Volunteer Park. Travel west through park paths and/or on 13th Street to D Avenue (E-W stop). Continuing on 13th and West 2nd may eventually be possible with improvements to sections with no developed right of way.

This route intersects designated North/South Routes at Tommy Thompson Trail, Commercial Avenue, M Avenue and D Avenue. It travels on low traffic residential streets except at the Commercial Avenue crossing. Route climbs gently from O Avenue to K Avenue, otherwise level. Points of interest include Commercial Avenue shopping district and Volunteer Park.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on both sides from Commercial Avenue to K Avenue (not all ADA accessible), then share the roadway with vehicles west of that until Volunteer Park where sidewalk resumes on south side of 13th Street west to D Avenue. Challenges include the often chaotic Commercial Avenue crossing and the lack of through connection on W 2nd. Proposed solution: Activated beacon crossing with Refuge island for cyclists and pedestrians crossing Commercial. 14th may also be a consideration as it connects public streets both sides and has easier TTT connection.
**Route 17 (17th Street):** Begin from east at intersection of 17th Street and Tommy Thompson Trail (signal with pedestrian activation). Travel west on 17th Street one block to Commercial Avenue (signal with pedestrian activation). Continue west on 17th Street through E-W stops at O Avenue, M Avenue, L Avenue and K Avenue to Anacortes High School parking lot at J Avenue (stop). Pedestrian access continues to Volunteer Park and athletic fields.

This route intersects designated North/South routes at Tommy Thompson Trail, Commercial Avenue and M Avenue. It travels on low traffic residential streets except at Commercial Avenue. Route is level from Tommy Thompson Trail to O Avenue, then climbs increasingly steeply to the high school. Points of interest include Commercial Avenue shopping district, Anacortes High School, and Volunteer Park.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on both sides between Q Avenue and K Avenue (not all ADA accessible) and then on south side only between K Avenue and J Avenue. Suggest camera type bicycle signal activation at Q Avenue and Commercial Avenue crossings.

**Route 22 (22nd Street):** Begin from east at intersection of 22nd Street and Tommy Thompson Trail (E-W stop). Travel west on 22nd Street two blocks to Commercial Avenue (signal with pedestrian activation). Continue west on 22nd Street three blocks to M Avenue (4-way stop). Continue west on 22nd Street three blocks to J Avenue (4-way stop). Continue west on 22nd Street two and a half blocks to roadway Y. Bear right onto Island View Place. Continue northwest on Island View Place .2 miles to 21st Street (stop). Turn right onto 21st Street. Continue northwest on 21st Street one block to D Avenue (E-W stop).

This route intersects designated North/South routes at Tommy Thompson Trail, Commercial Avenue, M Avenue, J Avenue and D Avenue. It travels on a generally wide low speed arterial through commercial, public use and residential zones. Route climbs gently from east to west, more steeply between M Avenue and Island View Place. Points of interest include Alice Newland Park/Skate Park, Commercial Avenue shopping district, Anacortes Middle School, Fidalgo Pool and Fitness Center and the Senior Activity Center. This is also a major east/west feeder route to reach Anacortes High School and Island View Elementary.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on one side between R Avenue and Commercial Avenue, then on both sides west to D Avenue (not all ADA accessible) except where missing on parts of Island View Way. Challenges include a very poor sight line crossing of R Avenue. Possible solutions could be signage to encourage use of the Ben Root Skate Park crossing, moving that crossing to 22nd
Street, or considering a roundabout at R Avenue. Also suggest a camera type bicycle signal activation to Commercial Avenue crossing.

**Route 29 (29th/30th Streets):** Begin from east at intersection of 30th Street and Tommy Thompson Trail (Soroptomist Station trail parking). Travel west 1 block on 30th Street to T Avenue (E-W stop). Continue west 2 blocks to R Avenue (E-W stop). Continue west one block to Q Avenue (E-W stop). Turn right. Travel north on Q Avenue one block to 29th Street (N-S stop). Turn left. Travel west one block on 29th Street to Commercial Avenue (E-W stop). Continue west on 29th Street .2 miles to M Avenue (E-W stop). Continue west on 29th Street .2 miles to J Avenue (3-way stop).

This route intersects designated North/South routes at Tommy Thompson Trail, Commercial Avenue, M Avenue and J Avenue. It travels on low traffic industrial streets east of R Avenue, then low traffic residential streets except when crossing Commercial Avenue. Route climbs gently from east to west. Points of interest include 29th Street Community Garden, bowling alley, Commercial Avenue shopping district and Storvik Park.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians share the roadway with vehicles on most of this route except between Commercial Avenue and M Avenue which has sidewalks on both sides (not all ADA accessible). Challenges include uncontrolled intersections with high volume traffic at R Avenue and Commercial Avenue. Proposed solutions: Activated beacon crossings at R Avenue and Commercial Avenue and a refuge island on R Avenue.

**Route 32 (32nd/34th Street):** Begin from east at intersection of 34th Street and Tommy Thompson Trail. Travel west .3 miles on 34th Street to R Avenue (E-W stop). Continue west on 34th Street one block to Q Avenue. Turn right. Travel north on Q Avenue two blocks to 32nd Street (N-S stop). Turn left. Travel west on 32nd Street to Commercial Avenue (signal with pedestrian activation). Continue west on 32nd Street .5 miles to I Avenue (4-way stop). Continue west on 32nd Street .4 miles to D Avenue (E-W stop).

This route intersects designated North/South routes at Tommy Thompson Trail, Commercial Avenue, M Avenue, I Avenue and D Avenue. It travels on industrial streets east of R Avenue, then on a major arterial. Neighborhoods are primarily residential from M Avenue west. Route climbs gently from east to west with a moderately steep climb between M Avenue and I Avenue. Points of interest include Commercial Avenue shopping district and Storvik Park.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on both sides (not all ADA accessible) west of Q Avenue but share the roadway with
vehicles east of that. Challenges include the uncontrolled intersection with high volume traffic at R Avenue and the chaotic intersection with M Avenue. Proposed solution: Refuge island on R Avenue at 34th Street with solar powered locally activated LED beacons at both ends of crosswalks and an in-pavement beacon reactivation button on the refuge island. Also recommend converting existing sidewalks on both sides of R Avenue to multimodal paths to serve as collectors to channel NM traffic from 30th Street through 34th Street. Improve M Avenue intersection with a traffic calming NS crossing. Add camera-type bicycle signal activation to Commercial Avenue crossing.

**Route 41 (41st Street/Hillcrest):** Begin from east at intersection of Hillcrest Drive and Whistle Lake Road. Travel west .2 miles on Hillcrest Drive to Saint Mary’s Drive. Turn left. Travel south for one block on Saint Mary’s Drive to Fidalgo Avenue (stop). Turn right. Travel west on Fidalgo Avenue .2 miles to Commercial Avenue (E-W stop). Continue on Fidalgo Avenue one block to O Avenue. Turn left. Travel south on O Avenue one block to 41st Street. Turn right. Travel west on 41st Street .5 miles to Heart Lake Road/H Avenue. Continue on 41st Street .5 miles to A Avenue.

This route intersects designated North/South routes at Commercial Avenue, M Avenue, Heart Lake Road/H Avenue and A Avenue. It travels on low traffic residential arterial streets. Route is relatively flat except for the extremely steep hill between Heart Lake Road and A Avenue (cresting west of E Avenue). Points of interest include Grandview Cemetery, Saint Mary’s Church, and Mt. Erie School/playground/community garden.

Bicycles share unstriped roadway with other vehicles on this route except where shoulder is striped westbound between O Avenue and H Avenue. Pedestrians have sidewalks on one side (not all ADA accessible) the entire length of this route except where sidewalks are present on both sides directly in front of Mt. Erie Elementary School. Challenges on this route include the lack of shoulder between H Avenue and A Avenue including the narrow and blind stretch over the crest of the hill. Proposed solution: Stripe climbing lanes for bikes on uphill sections each direction. Add shoulder striping/improve shoulder on the south side of 41st Street from H Avenue to O Avenue.
North/South Routes

Note: All routes are described traveling south to north but are reversible.

**Route 1 (Tommy Thompson Trail):** Begin from south at intersection of Tommy Thompson Trail and March Point Road. Travel north 3.4 miles on trail through on grade crossings at 34th Street, 33rd Court, 30th Street, T Avenue, 22nd Street, 20th Street, 17th Street (pedestrian activated signal) and Seafarers Way to trail terminus at 11th Street. At 11th Street merge with northbound traffic on Q Avenue. Continue north five blocks on Q Avenue to 6th Street.

This route intersects designated East/West routes at 34th Street, 30th Street, 22nd Street, 17th Street, 8th Street and 6th Street. It provides a safe and scenic flat off-grade parkway between March Point and downtown Anacortes. Points of interest include the Fidalgo Bay trestle, the RV park, marinas, Seafarers Memorial Park, and the downtown shopping district with continuous views of Fidalgo Bay and Mount Baker from the trail.

While this route is predominantly off road, challenges include the uncontrolled, unsigned merge for bicycles with Q Avenue at 11th Street and lane narrowing on Q Avenue between 11th Street and 6th Street. Pedestrians have sidewalks on both sides from the trail terminus north to 6th Street. Note 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 R (R Avenue):** Begin from south at intersection of SR20 Spur and R Avenue (note: signalized SR20Spur pedestrian crossing exists for N-S foot and bike traffic 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.
**Route Comm (Commercial Avenue / O Avenue):** Begin from south at intersection of 41st Street and O Avenue. Travel north on O Avenue one block to Fidalgo Avenue. Turn right. Travel east one block on Fidalgo Avenue to Commercial Avenue (E-W stop). Turn left. Travel north on Commercial Avenue .3 miles through the roundabout at SR20 Spur. Continue north on Commercial Avenue three blocks to 32nd Street (pedestrian activated signal). Continue north on Commercial Avenue ten blocks to 22nd Street (pedestrian activated signal). Continue north on Commercial Avenue five blocks to 17th Street (pedestrian activated signal). Continue north on Commercial Avenue four blocks to 8th Street (signal). Continue north on Commercial Avenue two blocks to 6th Street (signal). Continue north on Commercial Avenue six blocks to end. **Alternate O Avenue route through the downtown business district:** Turn left off Commercial Avenue at 10th Street. Travel west 1 block on 10th Street to O Avenue (E-W stop). Turn right. Travel north on O Avenue for 8 blocks to 2nd Street. Turn right. Travel east one block on 2nd Street to return to Commercial Avenue.

This route intersects designated East/West routes at 41st Street, 32nd Street, 29th Street, 22nd Street, 17th Street, 15th Street, 12th Street, 8th Street, 6th Street and 4th Street. It travels on the main street/business route through Anacortes which descends steeply from Fidalgo Avenue to SR20 Spur, then very gradually to the northern terminus at the Port of Anacortes public pier. This route includes most of the commercial establishments in Anacortes.

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

**Route M (M Avenue):** Begin from south at intersection of 41st Street and M Avenue. Travel north on M Avenue .6 miles to 32nd Street (N-S stop). Continue north on M Avenue .5 miles to 22nd Street (4-way stop). Continue north on M Avenue .5 miles to 12th Street (pedestrian activated signal). Continue north on M Avenue through N-S stops at 8th Street and 6th Street to 4th Street.

This route intersects designated East/West routes at 41st Street, 32nd Street, 29th Street, 22nd Street, 17th Street, 15th Street, 12th Street, 8th Street, 6th Street and 4th Street. It travels on a major low speed arterial through residential and public use zones. Route slopes gradually down from 41st Street to 4th Street. Points of interest include Mt. Erie School, Island Hospital,
Anacortes Police Station and Municipal Court, Boys and Girls Club, Anacortes Middle School, Whitney Elementary School, Anacortes Public Library and Anacortes Museum.

Bicycles share unstriped roadway with other vehicles on this route. Pedestrians have sidewalks on both sides the entire length of the route. Challenges include chaotic traffic and on street parking surrounding the hospital and adjacent medical offices and in the school zones. Proposed solution: Stripe bike lanes both directions between 22nd Street and 29th Street. Stripe shoulders between 29th Street and 32nd Street. Calm 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):** Begin from south at intersection of Heart Lake Road and 41st Street (4-way stop). Travel north on H Avenue in marked bike lanes .6 miles to 32nd Street (4-way stop). Continue north on I Avenue/29th Street .2 miles to J Avenue (3-way stop). Turn left. Continue north on J Avenue .4 miles to 22nd Street (4-way stop). Continue north on J Avenue two blocks to 20th Street (4-way stop). Turn right. Travel east on 20th Street one block to K Avenue (4-way stop). Turn left. Travel north .4 miles to 12th Street (N-S stop).

This route intersects designated East/West routes at 41st Street, 32nd Street, 29th Street, 22nd Street, 17th Street, 15th Street and 12th Street. It travels on low traffic arterial through residential and public use neighborhoods. Route is mostly level with a gradual downward grade from 41st Street to 12th Street. Points of interest include access to the Anacortes Community Forest Lands, Ace of Hearts/Rotary Park, Island View Elementary School, Fidalgo Pool and Fitness Center and Anacortes High School.

Bicycles share unstriped roadway with other vehicles on this route except on H Avenue which has marked bike lanes both directions. Pedestrians have sidewalks both sides except for I Avenue and sidewalks on one side only between 22nd Street and 17th Street. Challenges on this route include extremely narrow lanes with no shoulders on I Avenue. Proposed solution: Stripe I Avenue for bike/pedestrian travel in both directions when planned reconfiguration to one-way vehicle traffic is implemented.

**Route D (D Avenue/A Avenue):** Begin from south on A Avenue at city limits. Travel north on A Avenue which wraps east to become 37th Street at .6 miles and then north to become D Avenue at .8 miles. Continue north on D Avenue 1.5 miles to 12th Street (signal with pedestrian activation).

This route intersects designated East/West routes at 41st Street, 32nd Street, 21st Street, 13th Street and 12th Street. It travels on a medium traffic arterial with striped shoulder its
entire length through residential zones. Route slopes down from city limits to 12th Street with extremely steep grade between 21st Street and 18th Street. This is the primary north/south route from South Fidalgo Island into downtown. Points of interest include Anacortes Community Forest Lands trailheads and Volunteer Park.

Bicycles ride on striped shoulder the length of this route. Pedestrians share the shoulder with other vehicles except between approximately 20th and 12th Street where there are sidewalks on at least one side. Challenges on this route include the tight lanes at the intersection of 12th Street and D Avenue due to left turn lane for traffic turning onto 12th Street. Proposed solution: Stripe a bike lane between 13th Street and 12th Street. Stripe a left-turn bike pocket with camera type bicycle signal activation for cyclists turning left onto westbound 12th Street.

**Route Ana-King (Anacopper/Kingsway):** Begin from south at intersection of Kingsway and Anaco Beach Road. Travel northeast on Kingsway, which becomes Jasper Way, which becomes Pennsylvania Avenue, 1 mile to roundabout. Continue through roundabout left onto Pennsylvania Avenue which wraps right to become Anacopper Road. Travel north on Anacopper Road .6 miles to Oakes Avenue (stop).

This route intersects a designated East/West route at Oakes Avenue and connects to two other designated North/South Routes at Anaco Beach Road. It travels on a low speed arterial through residential neighborhoods. Route climbs from Anaco Beach Road to crest on Pennsylvania, then descends increasingly steeply to Oakes Avenue. Points of interest include Anacortes Community Forest Lands trailheads, John and Doris Tursi Park and the Anacortes Airport.

Bicycles share unstriped roadway with other vehicles on this route except on Pennsylvania Avenue which has striped bike lanes both directions. Pedestrians share unstriped roadway with other vehicles except on Pennsylvania Avenue and Jasper Way which have sidewalk on one side and Kingsway between Bryce Drive and Yorkshire Drive which has sidewalks both sides. Challenges include narrow to non-existent shoulder at the 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.

**Route Anaco Beach (Anaco Beach Road):** Begin from south on Marine Drive at city limits. Travel north on Marine Drive which becomes Anaco Beach Road .6 miles to intersection with
Bryce Drive/Doon Way (4-way stop). Continue north .8 miles on Anaco Beach Road to Sunset Avenue (stop).

This route intersects a designated East/West route at Sunset Avenue and two North/South Routes at Kingsway. It travels on a quiet arterial with marked bike lanes both directions between Sunset Avenue and Anaco Beach Place, then on a narrow twisting arterial with narrow striped shoulders south of that. Pedestrians share the roadway with vehicles most of the length with only occasional stretches of sidewalk. This route connects the western South Fidalgo neighborhoods and Marine Heights to Skyline and routes into town. Grade is gentle rollers from Sunset Avenue to Bryce/Doon with a steep descent and climb between Bryce/Doon and the city limits in both directions.

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

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

This route intersects a designated East/West route at Sunset Avenue and connects to two other designated North/South Routes at Anaco Beach Road. It travels on a low speed arterial with no shoulder or sidewalk through residential zones and connects upper Skyline neighborhoods with the Flounder Bay commercial marine zone. Grade slopes moderately down from Anaco Beach Road for several blocks, then very gradually to Skyline Way.

Bicycles and pedestrians share unstriped roadway with vehicles on this route except on Skyline Way which has striped shoulders both directions. There are no sidewalks except one half block of Skyline Way. Challenges include wandering traffic on the wide unstriped streets. Proposed solution: Stripe Kingsway shoulders for ADA, pedestrian and bicycle use.

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

Spreadsheets moved to appendix
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:

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

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:

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

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:

- 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 8 and 6 in Oldtown
- Traffic calming crossing at 32nd and M
- Activated beacon crossings at 30th, 34th & R; at 15th, 29th & Commercial
- Complete the Guemes Channel Trail
- Climbing lane on Anacopper Rd

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, I Ave near 32nd, Oakes at Ferry Terminal Road,

• Shoulder work and 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.

• Reconfigure R Ave crossing near skate park to accommodate TTT traffic, widen multi-use sidewalks along R and add shoulder for a climbing/pedestrian lane on V Ave to the Cap Sante Lookout.
4) **Education & Encouragement**

   a. **Education**

   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.

   i. **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 will implement 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 will be 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 work with the District to plan, design, implement and evaluate a walking, school bus and bike riding training program to be conducted in spring of 2012 following the education components. Based on program evaluation, the program may be repeated or expanded for the 2012-2013 school year.

We propose to pilot an encouragement component that will reward children who ride the bus, walk, or bike to school. Grant funds will provide 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 will work 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. Community Encouragement-

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.

i. Family Fun Rides/Walks

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 kick off 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.
• **TTT/March Point Family Ride**

The first event will be the Tommy Thompson Trail/March Point Family Bike Ride. This ride has been scheduled for the Saturday of Father’s Day weekend (June 15th), which will hopefully be well into the good weather period. To make the ride a fun and festive event, a number of stations will be setup around the skate park and along the route.

- Bike helmet fitting/give away station–
- Bike maintenance station-
- Kiwanis will sell inexpensive refurbished bikes –
- Raffle prizes to be given away-

The event will be kicked off with a led bike ride starting around 10 am. The ride will begin at the skate park and crossing guards will be stationed at crosswalks along the route. After the first ride, people will be encouraged to just ride or walk the trail on their own. The stations will be manned from 10am to 2pm, which is the window planned for this event.

• **Anacortes Forest Lands Ride**

The second event is a fun ride near Whistle Lake in the Anacortes Forest Lands (scheduled for Saturday, June 30th). This ride will center around the scavenger hunt theme to raise the fun quotient. The starting location for this ride will include a few stations:

- Clinic on riding techniques
- Bike safety check station
- Information table and scavenger hunt signup
A couple of routes will be planned to allow some different riding skill options to people that attend this event.

• **Washington Park Family Ride/Walk**

This will be an early morning ride/walk, when cars are prohibited on the park road. The ride is planned for August 11th and will be informal. There will be an information table and a bike safety check station for this event. The intent of this
ride is to entice families living on the west side of the island to participate and to offer a third event to continue encouraging people to ride and walk more.

5) **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”.

   a. 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**

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. 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.
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- Friends of Skagit Beaches, WSU Skagit County Beach Watchers, WA Dept of Ecology.

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 Baywide Cleanup Project
- Marine and shoreline ecology; protecting the health of Puget Sound
- Fidalgo Bay watershed
- Samish cultural history

b. “Connections” street-level wayfinding and signage 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:

Charlotte Clifton    Steve Purcer
Fred Fisher          Eric Shen
Sharon Fisher        Eric Shjarback
Peggy Flynn          Elizabeth Sjostrom
Ted Gage             Nick Stowe
Marcia Hunt          Warren Tessler
Keri Knapp           Bill Testerman
Jon Lunsford         Bill Thayer
Liz McNett Crowl     Jeffrey Vogel
Michelle McPhee      Tom Wise
John Pope            Chris Zimmerman

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
Bicycle Alliance of Washington
Cascade Bicycle Club
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 State Department of Transportation
9) APPENDIX of MAPS, FIGURES, and TABLES

- Figure 1- City of Anacortes Bike/Ped Corridors
- Figure 2- Fidalgo Island Inter-Urban Routes
- Figure 3- Anacortes Bike Routes and Evaluations
- Figure 4- Anacortes Corridor Priority List By Project
- Figure 5- Share the Trail Poster
### Scenic Tour of Anacortes

<table>
<thead>
<tr>
<th>Route Type</th>
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<th>Reasoning for Values</th>
</tr>
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<tbody>
<tr>
<td>Off Grade Multi-Use</td>
<td><strong>H</strong></td>
<td>Very low risk for NM, reduces conflict by separation</td>
</tr>
<tr>
<td>Bicycle Boulevard (low traffic street w/ ample shoulder)</td>
<td><strong>MH</strong></td>
<td>Low traffic volume and speed plus ample room</td>
</tr>
<tr>
<td>Bike Lane (shoulder)</td>
<td><strong>M</strong></td>
<td>A bike lane when bikes are slowest; downhill bikes take traffic lane. Use on steep hills.</td>
</tr>
<tr>
<td>Active Shoulder</td>
<td><strong>M</strong></td>
<td>Protective zone for NM to traffic also valuable for emergency use, breakdowns, wide loads, etc.</td>
</tr>
<tr>
<td>Bike Lanes (arterial w/ striped BL)</td>
<td><strong>MH</strong></td>
<td>Lane segregation, tramic can move w/ less interference</td>
</tr>
<tr>
<td>Bike Lanes (uphill side)</td>
<td><strong>M</strong></td>
<td>Take traffic lanes past hospital?</td>
</tr>
<tr>
<td>Shoulder Ext</td>
<td><strong>L</strong></td>
<td>Active Shoulder - paved shoulder</td>
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### Shared Roadway

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<tbody>
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<td>Off Grade Multi-Use</td>
<td><strong>H</strong></td>
<td>Very low risk for NM, reduces conflict by separation</td>
</tr>
<tr>
<td>Bicycle Boulevard (low traffic street w/ ample shoulder)</td>
<td><strong>MH</strong></td>
<td>Low traffic volume and speed plus ample room</td>
</tr>
<tr>
<td>Bike Lane (shoulder)</td>
<td><strong>M</strong></td>
<td>A bike lane when bikes are slowest; downhill bikes take traffic lane. Use on steep hills.</td>
</tr>
<tr>
<td>Active Shoulder</td>
<td><strong>M</strong></td>
<td>Protective zone for NM to traffic also valuable for emergency use, breakdowns, wide loads, etc.</td>
</tr>
<tr>
<td>Bike Lanes (arterial w/ striped BL)</td>
<td><strong>MH</strong></td>
<td>Lane segregation, tramic can move w/ less interference</td>
</tr>
<tr>
<td>Bike Lanes (uphill side)</td>
<td><strong>M</strong></td>
<td>Take traffic lanes past hospital?</td>
</tr>
<tr>
<td>Shoulder Ext</td>
<td><strong>L</strong></td>
<td>Active Shoulder - paved shoulder</td>
</tr>
</tbody>
</table>
## Anacortes Corridor Priority Listing by Project

<table>
<thead>
<tr>
<th>Route ID</th>
<th>Corridor Description Streets</th>
<th>Traffic Vol.</th>
<th>Type</th>
<th>Corridor Features</th>
<th>Significant Gaps</th>
<th>Suggested Fixes</th>
<th>Route ID</th>
<th>Significant Gaps</th>
<th>Suggested Fixes</th>
<th>Route ID</th>
<th>Significant Gaps</th>
<th>Suggested Fixes</th>
<th>Route ID</th>
<th>Significant Gaps</th>
<th>Suggested Fixes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comm</td>
<td>Commercial &amp; O Avenues</td>
<td>High</td>
<td>Arterial w/ Shoulder</td>
<td>Main Street Arterial, SR20Spur connects most of Anacortes shops, stores, hotels and restaurants.</td>
<td>Traffic wanderers</td>
<td>Stripes Bike Ln w/ repave</td>
<td>Comm 3</td>
<td>7000</td>
<td>$25,000</td>
<td>1</td>
<td>1</td>
<td>May settle for marked shoulder to avoid 5’ rule for bike lanes.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>8th Street</td>
<td>Low</td>
<td>Bicycle</td>
<td>Quiet, flat and attractive residential route through Old Town with aligned stop signs, signal at Commercial.</td>
<td>Route signs needed</td>
<td>Traffic on uphill</td>
<td>8</td>
<td>1</td>
<td>$5000</td>
<td>1</td>
<td>2</td>
<td>Route wayfinding signs at corridor intersections &amp; corners</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M</td>
<td>M Avenue</td>
<td>Med</td>
<td>Arterial w/ shoulders</td>
<td>Major low speed arterial connecting public schools, library, hospital and police station with signal at 12th.</td>
<td>Traffic wanderers</td>
<td>Stripes Bike Ln near MB</td>
<td>M 2</td>
<td>1000</td>
<td>$4000</td>
<td>2</td>
<td>2</td>
<td>Calming technique (poor man’s roundabout).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M</td>
<td>46th-41st Ave.</td>
<td>Med</td>
<td>Arterial w/ shoulders</td>
<td>Major low speed arterial connecting public schools, library, hospital and police station with signal at 12th.</td>
<td>Traffic wanderers</td>
<td>Stripes Bike Ln near MB</td>
<td>M 3</td>
<td>1700</td>
<td>$12,000</td>
<td>2</td>
<td>2</td>
<td>Formal bike lane for School, Police station block: reduce to shoulder outside school zone</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>12th Street-Oakes Ave.</td>
<td>High</td>
<td>Arterial w/ Shoulder</td>
<td>Major arterial linking Downtown to WSFerries and Washington Park.</td>
<td>Shoulder vanishes at Terrene</td>
<td>Traffic Calming</td>
<td>12</td>
<td>2</td>
<td>$2000</td>
<td>2</td>
<td>1</td>
<td>Dash the shoulder to alert drivers of possibility of bikes going straight; pick up shoulder in left turn pocket</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>32nd &amp; 34th St.</td>
<td>Med</td>
<td>Arterial w/ Shoulder</td>
<td>Major arterial linking TT all the way to O Avenue. Signal at Commercial.</td>
<td>Traffic wanderers</td>
<td>Stripes Bike Ln near MB</td>
<td>32</td>
<td>3</td>
<td>$4500</td>
<td>3</td>
<td>2</td>
<td>Active crossing with Left Turn sensory lane to beacon.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>34th &amp; 32st &amp; R &amp; D</td>
<td>Med</td>
<td>Arterial w/ Shoulder</td>
<td>Major arterial linking TT all the way to O Avenue. Signal at Commercial.</td>
<td>Comm Xing blind to bikes</td>
<td>Traffic Calming</td>
<td>32</td>
<td>1</td>
<td>$1500</td>
<td>3</td>
<td>2</td>
<td>Cameras with marked turn/s/straight pockets for bikes EW and NS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>12th Street-Oakes Ave.</td>
<td>High</td>
<td>Arterial w/ Shoulder</td>
<td>Major arterial linking Downtown to WSFerries and Washington Park.</td>
<td>Narrow shoulder at 12th</td>
<td>Traffic Calming</td>
<td>12</td>
<td>3</td>
<td>$4000</td>
<td>7</td>
<td>1</td>
<td>Lanes at 11’; some relief available by balancing available shoulders to improve the 2-3’ sections through old town.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>15th - 13th - W 2nd Streets</td>
<td>Low</td>
<td>Park/Preferred</td>
<td>Byway linking Commercial shopping to Vol.Park to west end</td>
<td>Comm Xing, unpaved bits</td>
<td>Traffic Calming</td>
<td>15</td>
<td>3</td>
<td>$4000</td>
<td>3</td>
<td>2</td>
<td>Beacon Xing with a refuge is.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M</td>
<td>46th-41st Ave.</td>
<td>Med</td>
<td>Arterial w/ shoulders</td>
<td>Major low speed arterial connecting public schools, library, hospital and police station with signal at 12th.</td>
<td>Traffic wanderers</td>
<td>Stripes Bike Ln near MB</td>
<td>M 2</td>
<td>1000</td>
<td>$8000</td>
<td>4</td>
<td>2</td>
<td>Shoulder striping or sharrow marking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Guemes Channel Trail</td>
<td>Low</td>
<td>Bicycle</td>
<td>Res. streets with aligned stop signs connects TT, bowling alley, schools. Good sight lines at major Xings.</td>
<td>No Xings at Comm, R</td>
<td>Traffic Calming</td>
<td>29</td>
<td>3</td>
<td>$6000</td>
<td>5</td>
<td>2</td>
<td>Strategic active crossing would link high density housing and TT to schools</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>King</td>
<td>Anacoper - Kingsway</td>
<td>Low</td>
<td>Shared Roadway</td>
<td>Suburban low speed arterial connects Skyline, Rock Ridge, Clearridge, Airport and ACFL western trailheads.</td>
<td>Skyline area without sidewalks</td>
<td>Traffic Calming</td>
<td>King 2</td>
<td>1200</td>
<td>$10,000</td>
<td>4</td>
<td>3</td>
<td>Short segment without sidewalks. Generous shoulder would align with paved walks up the hill</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>King</td>
<td>Skyline - Kingsway</td>
<td>Low</td>
<td>Arterial w/ Shoulders</td>
<td>Low speed arterial through Flounder Bay - Skyline area used by all user groups including ADA</td>
<td>Traffic wanderers</td>
<td>Stripes for ADF, ADF use, bike use</td>
<td>King 3</td>
<td>1500</td>
<td>$20,000</td>
<td>4</td>
<td>3</td>
<td>Per agreement with PoF&amp;A, Cinder path would cost less, pavement a good deal more.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>King</td>
<td>Anacoper - Kingsway</td>
<td>Low</td>
<td>Shared Roadway</td>
<td>Low speed arterial connects Skyline, Rock Ridge, Clearridge, Airport and ACFL western trailheads.</td>
<td>Anacoper hill narrow</td>
<td>No signal activation at intersections</td>
<td>King 5</td>
<td>2000</td>
<td>$45000</td>
<td>5</td>
<td>3</td>
<td>Sensors only when needed (not all legs) at Comm, M Ferry Terminal Rd</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PROJECTS PRIORITIZED BY TOTAL BENEFIT RATIO:

- **High (110 to 200)**
- **Medium (100 to 110)**
- **Low (23 to 50)**

<table>
<thead>
<tr>
<th>Safety</th>
<th>Connectiv</th>
<th>&amp;ToCst</th>
<th>RatingUpgrade</th>
<th>Project Priority Key</th>
</tr>
</thead>
</table>

- **Rt of Route**
- **Cost of Improvement**
- **Safety Benefit Ratio**
- **Connectivity Value**
- **Total Benefit Ratio**
- **Rating Upgrade = Safety Rating After Fix -- Safety Rating Before SBR = (SBR x Connectivity Value) / (SBR + Connectivity Value)**
<table>
<thead>
<tr>
<th>Route ID</th>
<th>Corridor Description</th>
<th>Streets</th>
<th>Traffic Vol.</th>
<th>Type</th>
<th>Corridor Features</th>
<th>Significant Gaps</th>
<th>Suggested Fixes</th>
<th>Rating Upgrade</th>
<th>Rt of Route</th>
<th>Cost of Improvement</th>
<th>Safety Benefit Ratio</th>
<th>Connectivity Value</th>
<th>Total Benefit Ratio</th>
<th>Rating Upgrade &amp; Safety Rating After Fix</th>
<th>Fix - Safety Rating Before Fix</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>22nd Street</td>
<td>Med</td>
<td>Ped/Bike Preferred</td>
<td>Low SD arterial connecting Skate Park/TTT to Middle School, Senior Center and D Ave. Signalized Xing at Commercial.</td>
<td>Blind signal at Comm missing bike lane nr Sunset</td>
<td>Camera sensor at Comm &amp; bike lane nr Sunset</td>
<td>22</td>
<td>1</td>
<td>200</td>
<td>$15,000</td>
<td>8</td>
<td>2</td>
<td>15</td>
<td>Cameras with marked turn/straight pockets for bikes EW and NS</td>
<td>Check to see if this is still a gap or if it has been fixed by maintenance. Note this section is on Q (shared freight road) reducing bulb out hazard and shoulder stipping.</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>41st Street &amp; Fidalgo</td>
<td>Med</td>
<td>Shared Roadway</td>
<td>Hillside &amp; Whistle Lk &gt; Fidalgo</td>
<td>EW arterial with few stop signs. Flat past Mt Erie School with one very steep hill (cowl hill).</td>
<td>No shoulder eastbound H to O</td>
<td>Stripes I-J block &amp; add shoulder H to O</td>
<td>41</td>
<td>3</td>
<td>2200</td>
<td>$44,000</td>
<td>7</td>
<td>3</td>
<td>20</td>
<td>Estimate assumes stipping w some shoulder work.</td>
<td></td>
</tr>
<tr>
<td>H</td>
<td>H Ave</td>
<td>Low</td>
<td>Arterial with bike lanes connecting Heart Lake Rd to Island View School, High School and Senior Center. I Ave narrow</td>
<td>Arterial with bike lanes connecting Heart Lake Rd to Island View School, High School and Senior Center. I Ave narrow</td>
<td>Camerapking Lane Hill</td>
<td>Resi</td>
<td>4</td>
<td>300</td>
<td>$8,000</td>
<td>7</td>
<td>3</td>
<td>20</td>
<td>Requires good cooperation with neighborhood</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>King</td>
<td>Anacopper - Kingsway</td>
<td>Low</td>
<td>Shared Roadway</td>
<td>Anacoper-Neb. &gt; Penn. &gt; Kingsway</td>
<td>Suburban low speed arterial connects Skyline, Rock Ridge, Clearridge, Airport and ACLF, westc, knowing.</td>
<td>No shoulder</td>
<td>Stripes</td>
<td>3</td>
<td>2000</td>
<td>$45,000</td>
<td>8</td>
<td>3</td>
<td>23</td>
<td>Estimate depends on extent of shoulder work; roadway is not wide.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>41st Street &amp; Fidalgo</td>
<td>Med</td>
<td>Shared Roadway</td>
<td>Hillside &amp; Whistle Lk &gt; Fidalgo</td>
<td>EW arterial with few stop signs. Flat past Mt Erie School with one very steep hill (cowl hill).</td>
<td>No shoulder</td>
<td>Stripes</td>
<td>41</td>
<td>3</td>
<td>1800</td>
<td>$42,000</td>
<td>8</td>
<td>3</td>
<td>23</td>
<td>Climbing lanes up each side. Estimate assumes stipping w some shoulder work.</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>17th Street</td>
<td>Low</td>
<td>Bicycle Boulevard</td>
<td>17TH-TH-High School</td>
<td>Low traffic link with signalized crossing at Commercial connecting TTT / major stores with High School area.</td>
<td>Signal activation</td>
<td>Cameras at Comm &amp; Q</td>
<td>17</td>
<td>2</td>
<td>1300</td>
<td>$30,000</td>
<td>13</td>
<td>2</td>
<td>26</td>
<td>Camera sensors at center lane straightgap at E,W</td>
<td>Active crossing at 22nd &amp; R (or bike portion of a signal at 22nd &amp; R).</td>
</tr>
<tr>
<td>M</td>
<td>M Avenue</td>
<td>Med</td>
<td>Arterial w/ shoulders</td>
<td>4&amp;M-41AM</td>
<td>Major low speed arterial connecting public schools, library, hospital and police station with signal at 12th.</td>
<td>Blind signal at 12th</td>
<td>Camera activation at 12th</td>
<td>M</td>
<td>1</td>
<td>1000</td>
<td>$15,000</td>
<td>15</td>
<td>2</td>
<td>30</td>
<td>Bike signal not needed for southbound but do need 3?</td>
<td></td>
</tr>
<tr>
<td>R</td>
<td>R Avenue</td>
<td>High</td>
<td>Shared Roadway</td>
<td>40&amp;SR20spurR</td>
<td>Major NS arterial flanking TTT connects SR20Spur with major stores, City Hall, Shipbuilding.</td>
<td>High speed</td>
<td>Convert sidewalks 22nd to 34th</td>
<td>R</td>
<td>5</td>
<td>3200</td>
<td>$250,000</td>
<td>16</td>
<td>2</td>
<td>31</td>
<td>Multi-use walkway would separate traffic and link with north-end of TTT.</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>17th Street</td>
<td>Low</td>
<td>Bicycle Boulevard</td>
<td>17TH-TH-High School</td>
<td>Low traffic link with signalized crossing at Commercial connecting TTT / major stores with High School area.</td>
<td>Dead end at Vol Park</td>
<td>Pathway to D</td>
<td>17</td>
<td>6</td>
<td>1800</td>
<td>$180,000</td>
<td>17</td>
<td>2</td>
<td>33</td>
<td>Estimate should be based on additions to existing gravel path.</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>D Ave - A Ave - Havecost</td>
<td>Med</td>
<td>Arterial w/ shoulders</td>
<td>12&amp;D=&gt;A=&gt;22nd=&gt;Havecost</td>
<td>Major NS arterial with signal at 12th (SR20Spur).</td>
<td>Lanes tight at 12th</td>
<td>Camera &amp; bike pocket at 12th</td>
<td>D</td>
<td>3</td>
<td>100</td>
<td>$5,000</td>
<td>17</td>
<td>3</td>
<td>30</td>
<td>Short segment; consider left bike pocket.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>4th Street</td>
<td>Low</td>
<td>Shared Roadway</td>
<td>Cap Sante+40th-M- Sth+N-4th</td>
<td>Cap Sante Lookout, working waterfront, downtown; channel-side parks.</td>
<td>Shoulder or off-gap path</td>
<td>Roadway to Lookout</td>
<td>4</td>
<td>2</td>
<td>1700</td>
<td>$60,000</td>
<td>18</td>
<td>3</td>
<td>53</td>
<td>WAG on shoulder improvement</td>
<td></td>
</tr>
</tbody>
</table>

**SAFETY RATING AND VALUE OF VARIOUS ROUTE TYPES**

<table>
<thead>
<tr>
<th>Route Type</th>
<th>Rating Value</th>
<th>Meaning for Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off Grade Multi Use</td>
<td>H+</td>
<td>Very low risk for NM, reduces conflict by separation</td>
</tr>
<tr>
<td>Bicycle Boulevard (low traffic street w/ ample shoulder)</td>
<td>MH</td>
<td>Low traffic volume and speed plus ample room</td>
</tr>
<tr>
<td>Bike Lane (Arterial w/ striped Bl)</td>
<td>MH</td>
<td>Lane segregation, traffic can move with less interference</td>
</tr>
<tr>
<td>Climbing Lane (uphill bike lane one-side)</td>
<td>M</td>
<td>A bike lane when bikes are slowest; downhill bikes take traffic lane. Use on steep hills</td>
</tr>
<tr>
<td>Bikeable Shoulder 3+</td>
<td>M</td>
<td>Protective zone for NM co-traffic also valuable for emergency use, breakdowns, wide loads, etc.</td>
</tr>
<tr>
<td>Shared Roadway</td>
<td>L</td>
<td>Mixed traffic with no separation or navigable shoulder</td>
</tr>
</tbody>
</table>

**CONNECTIVITY RATING OF VARIOUS ROUTES**

<table>
<thead>
<tr>
<th>Route Type</th>
<th>Rating Value</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Corridor</td>
<td>H</td>
<td>Commercial-12-Dikes, TTT, QCT</td>
</tr>
<tr>
<td>Major Connector</td>
<td>M</td>
<td>22nd, 29th, 22nd, 17th, 8th, M, Anaco</td>
</tr>
<tr>
<td>Bike Connector</td>
<td>L</td>
<td>41st, 15th, 6th, 4th, H, D, Kingsway</td>
</tr>
</tbody>
</table>

**Estimating techniques:**
1) Stripping and signage figured over active length improved. 2) Intersection figured over length of road upgrade/liberated. 3) Cost of beacon Xing=$30K 4) Cost of Camera sensor addition = $15K.
Figure 5
Share the Trail Posters