**Project Goals**

**Access**
Develop design options that allow people to access destinations along the corridor safely and reliably, by foot, assistive device, bicycle, transit, and vehicle by creating a comprehensive, integrated, and multi-modal corridor.

**Economic Development**
Develop design options that strengthen the visual appearance and support a vibrant economy along South Commercial Avenue.

**Equity**
Improve human-powered transportation options for all through increased capital investments in walking and biking infrastructure.

**Safety**
Provide opportunities for all people to safely travel to their destinations along the South Commercial Ave. corridor and reduce the risk of collisions along the corridor between people walking, biking, using transit, or traveling by vehicle.

**Connectivity**
Provide safe and frequent intersection crossings along the corridor to allow people to easily travel in an east and west direction.

**Environment**
Develop design solutions that minimize the impact of stormwater runoff and protect the environment.

**Health**
Encourage physical activity by increasing access to safe and reliable human powered transportation options along and across the corridor.
Parking Utilization Study
Parking Utilization Study

NO Parking

30% Utilization

30% Utilization

Parking Utilization

- 0%
- 1-10%
- 11-25%
- 26-50%
- 51%
- 51%+
**Design Concepts**

**CONCEPT A**

**DESCRIPTION:**
- Silva cells used in corridor between pedestrian activation zones
- Plantings used in pedestrian activation zones (parking on one side of street)
- Tree planting can vary to highlight pedestrian activation zones
- Vehicle/parking protected one-way bike lanes

**Silva cells (sidewalk w/ tree wells)**
**Planting**
**Pedestrian Activation Zones**
**Bike/Pedestrian Facilitated Crossing**
## Design Concepts

### CONCEPT A

**DESCRIPTION:**
- Silva cells used in corridor between pedestrian activation zones
- Plantings used in pedestrian activation zones (parking on one side of street)
- Tree planting can vary to highlight pedestrian activation zones
- Vehicle/parking protected one-way bike lanes

### CONCEPT B

**DESCRIPTION:**
- Planting used throughout corridor
- Plantings and pedestrian space in activation zones (no parking on both sides of street)
- Planting can vary to highlight pedestrian activation zones
- Marine art in pedestrian activation zones
- Planting protected one-way bike lanes

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Silva cells (sidewalk w/ tree wells)
Planting
Pedestrian Activation Zones
Bike/Pedestrian Facilitated Crossing
**Design Concepts**

**CONCEPT A**

**GATEWAY to OLD TOWN**

**HOSPITAL OVERLAY**

**GATEWAY TO ANACORTES**

**DESCRIPTION:**
- Silva cells used in corridor between pedestrian activation zones
- Plantings used in pedestrian activation zones (parking on one side of street)

**CONCEPT B**

**GATEWAY to OLD TOWN**

**HOSPITAL OVERLAY**

**GATEWAY TO ANACORTES**

**DESCRIPTION:**
- Planting used throughout corridor
- Plantings and pedestrian space in activation zones (no parking on both sides of street)

**CONCEPT C**

**GATEWAY to OLD TOWN**

**HOSPITAL OVERLAY**

**GATEWAY TO ANACORTES**

**DESCRIPTION:**
- Silva cells on east side of street used throughout corridor
- Plantings and pedestrian space in activation zones (no parking on one side of street)

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- Tree planting can vary to highlight pedestrian activation zones
- Vehicle/parking protected one-way bike lanes
- Planting can vary to highlight pedestrian activation zones
- Marine art in pedestrian activation zones
- Planting protected one-way bike lanes
- Planting protected two-way cycle track
- Silva cells (sidewalk w/ tree wells)
- Planting
- Pedestrian Activation Zones
- Bike/Pedestrian Facilitated Crossing
- NORTH

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Planting
Pedestrian Activation Zones
Bike/Pedestrian Facilitated Crossing
**Concept A // Avenue**

**Corridor Section**
- 10’ sidewalks with tree grates
- 6’ Bike lanes with 2’ buffer
- 7’ Parallel parking
- 10’ Travel and turn lanes

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**DESCRIPTION:**
- Silva cells used in corridor between pedestrian activation zones
- Plantings used in pedestrian activation zones (parking on one side of street)

**CONCEPT A**
- Tree planting can vary to highlight pedestrian activation zones
- Vehicle/parking protected one-way bike lanes

---

**DESCRIPTION:**
- Planting used throughout corridor
- Plantings and pedestrian space in activation zones (no parking on both sides of street)

**CONCEPT B**
- Tree planting can vary to highlight pedestrian activation zones
- Marine art in pedestrian activation zones

---

**DESCRIPTION:**
- Silva cells on east side of street used throughout corridor
- Plantings and pedestrian space in activation zones (no parking on one side of street)

**CONCEPT C**
- Tree planting can vary to highlight pedestrian activation zones
- Planting protected two-way cycle track
**Concept A // Avenue**

**Pedestrian Zone**
- 10’ sidewalk with tree grates on west side
- 8’ sidewalk with tree grate east side
- 5-6’ Bike lanes
- Buffered planting zones
- 7’ Parallel parking
- 11’ Travel Lanes
- 9’ Planted median with turn pocket
Concept A // Avenue

Intersection (1)
- Raised Intersection
- No Signal
Concept A // Avenue

Intersection (2)

- Signalized intersection
**Concept B // Parkway**

**Corridor Section**
- 8.5 sidewalks with tree grates
- 6’ Bike lanes
- 4’ Planted buffers
- 7’ Parallel parking
- 10’ Travel lanes
- 9’ turn lane
### Concept B // Parkway

#### Pedestrian Zone

- **9.5 sidewalks with tree grates on both sides of street**
- **6’ Bike lanes**
- **9’ Planted buffer with trees and bioretention**
- **No parking both sides of street**
- **11’ Travel lanes**
- **9’ Planted median with turn pocket**
Concept B // Parkway

Intersection

- Continuous table-top within pedestrian activation zones
**Concept C // Boulevard**

**Corridor Section**

- 10’ sidewalks with tree grates on both sides of street
- 10’ Two-way protected bike lane on the west side of the street
- 4’ Planted buffer with trees (west side)
- 7’ Parallel parking on both sides
- 11’ Travel lanes
- 10’ Planted median with turn pocket
Concept C // Boulevard

Pedestrian Zone

- 10’ sidewalks with tree grates on both sides of street
- 10’ Two-way protected bike lane on the west side of the street
- 9’ Planted buffer with trees
- Parking on west side of street
- 11’ Travel lanes
- 10’ Planted median with turn pocket
Concept C // Boulevard

Concept C
• Signalized intersection
Evaluation Approach

Methodology

Alternatives will be rated utilizing a “high,” “medium,” “low” scale to rank how that option performs on the overarching criteria, with “high” representing the favorable score. This performance may be impacted by a variety of related factors (outlined in the next section), and it will be possible for all alternatives to perform similarly on any given set of criteria. For example, all alternatives might provide similar levels of access to adjacent facilities and will rank “high” on this measure.

CONNECTIVITY
- To other bicycle and pedestrian facilities
- To Business access for all modes

SAFETY
- Mode prioritization (mode separation, signal phasing, visibility)
- Separation of modes (type, width)
- Driveway crossings (total number, frequency, proximity to intersection)
- Vehicle speed (speed management strategies, posted speed, lane width, field of view, vertical barriers, vegetation, etc.)
- Intersections (signal cycles, turn radius)

ENVIRONMENTAL
- Storm water management
- Noise/Corridor Stress
- Temperature impacts (i.e., amount of pavement, urban heat island effect)

HEALTH
- Impact to user stress
- Promoting physical activity
  - Increase ridership by providing connections to destinations
  - Provide connections to areas with higher density
- Enhancing social cohesion

PARKING
- On-street spaces

PHASING
- Implementation approach

ECONOMIC
- Access to businesses
- End of trip facilities
Concept A // Avenue

**CONNECTIVITY**
- Connects to future bike routes and easier transitions
- Easiest access to businesses because bike lanes on each side of the street
- Vehicle left turn lane only between pedestrian activation zones

**SAFETY**
- Separates all modes, wide sidewalks and bike facilities
- Reduced lane width and planted medians for speed management
- No planted buffer in segment
- RRFB’s at future bike crossings

**ENVIRONMENTAL**
- Limited area to treat stormwater
- Continuous tree canopy

**HEALTH**
- Lowest stress bike facilities
- Improved crossings to housing and park
- Parklets increases opportunity for social interaction

**PARKING**
- Consolidated parking
- Reduced parking in pedestrian activation zone

**PHASING**
- More flexible for implementation

**ECONOMIC**
- Most equitable distribution of infrastructure
**Concept B // Parkway**

**CONNECTIVITY**
- Connects to future bike routes and easier transitions
- Easy access to businesses with bike lanes on each side of the street
- Vehicle left turn lane only between pedestrian activation zones

**SAFETY**
- Separates all modes, wide sidewalks and bike facilities
- Reduced lane width and planted medians for speed management
- RRFB's at future bike crossings

**ENVIRONMENTAL**
- Most area to treat stormwater
- Continuous tree canopy

**HEALTH**
- Lowest stress bike facilities
- Improved crossings to housing and park
- Parklets increases opportunity for social interaction

**PARKING**
- Consolidated parking
- No parking in pedestrian activation zone

**PHASING**
- More flexible for implementation

**ECONOMIC**
- Most equitable distribution of infrastructure
**Concept C // Boulevard**

**CONNECTIVITY**
- Most difficult to access businesses
- Left turn only at signals
- Transitions in and out of bike lanes more difficult

**SAFETY**
- Separates all modes, wide sidewalks and bike facilities
- Reduced lane width and planted medians for speed management
- RRFB's at future bike crossings

**ENVIRONMENTAL**
- More area to treat stormwater
- Continuous tree canopy

**HEALTH**
- Connections more stressful
- Less direct access to housing and park
- Parklets increases opportunity for social interaction

**PARKING**
- Consolidates parking
- Reduced in pedestrian activation zone

**PHASING**
- Least flexible for implementation

**ECONOMIC**
- More difficult to access business on both sides of the street
Next Steps

Develop a preferred option based on comments from:

Public Open House, January 12th
City of Anacortes Staff, January 29th
City Council, February 8th