

Coordinated SR 20 SPUR in Anacortes

Long range non-motorized improvements listed for future development

Item on ACT Agenda for workshop on – November 1st, 2011, 12:00-1:30

First thing- No money is available for this work at this time. This is pre-planning so we can secure needed funds to implement low cost improvements during paver.

1. What has been identified as a need?
 - Summary of identified needs- review and comment
 - What was missed?
 - What should be added?
 - How should these be prioritized?
 - Low cost items first for inclusion in paver project
 - What to take to traffic for review
 - Have a better understanding about what meets standards
 - Estimate of costs so funding can be secured
 - Long term goals so we can work toward those in the future
- 2) Next steps – have Traffic review, provide input- discuss options
- 3) Bring back to ACT for further refinement, discussion, and prioritization
- 4) Send back to WSDOT for final estimates and refinement so we are prepared to secure future funds

What to review:

- Current system- what we have
- What we need
 - Visioning & Goals- collaborative & creative- to achieve broader goals with less \$
 - Need to collect information- establish policy direction, inventories, list of what has been suggested, list of wants and needs.
- 3 things to concentrate on that might be capable of funding during paving project:
 - Crossings over Spur that connect identified network
 - (8) intersections- want to get input on these
 - Channelization opportunities that could be included on SR 20 Spur/ Commercial Ave
 - Lane diet to include bike lanes on both sides
 - Channelization opportunities along SR 20 Spur/ Oakes Ave & 12th Street
 - Reduce lane width to 11 feet to allow more shoulder.
- Future needs- address opportunities to reduce transportation emissions
- Potential solutions- vet these with Traffic
- Long Range Plans- included in city, regional plans
 - Goal is to align investments and leverage resources available