

## Notes from Anacortes SR Spur ADA/ Bike Ped Field Investigation 5/13/2011

Attendees- Shane Spahr, Kerri Wohler, Elizabeth Sjostrom and Eric Shjarback

### Drove SR 20 Spur to spot issues of mutual interest

#### Summary of discussion items:

- Looking at over 40 intersections that need ADA ramps. Some are close to commercial buildings, and have utilities/poles that will complicate design. "Maximum extent feasible" was discussed when situations required that analysis.
- City would like to suggest bike lane restriping on Commercial Street section of SR 20 Spur. They would like 12 foot travel lanes with 4 feet wide cyclist area and then parking next to sidewalk. They think this could be a simple restriping issue.
- Issue of loop detector locations brought up- would they need to be moved if bike lanes added.
- City would like a marked crossing at 15<sup>th</sup> Street- to the entrance to the commercial area- (Not city street entrance on east side of SR 20 Spur- deceptively looks like city street intersection.)
- City would also like to have a crossing at 29<sup>th</sup> Street. Ideally these would have medians – so pedestrians had a refuge. This might require the consideration of mid block location. There are many access and possibly parking configuration issues that would require changes to accommodate. City does not anticipate that they meet warrants at this time.
- City wanted state to consider on the section referred to as 12<sup>th</sup>, to Oakes Ave., (I.e. west of Commercial Street) if the lanes could be reduced to 11 feet wide to allow for traffic calming as well as larger shoulders for bike access. This is a truck route- so not sure if that would be an option but they want to have it considered.
- City has been waiting to do their Commercial Street paver through the downtown ( North of Spur after Safeway) they wanted their project to be done at the same time as our paver- but if ours is too far out they won't wait. Would like us to let them know our timing as we get more information.
- The city also recommended we do some crack sealing on places that are badly worn that need more immediate help on SR 20 Spur if we wait more than a year to do paver. They would be willing to help us identify the areas of need.
- It was made very clear that our paver project would not fund anything beyond the ADA work.
- Our intent in the scoping and design was to allow the city to suggest bike/ped work that they could investigate funding opportunities to construct. If funding was secured they could work with us to include these as extras they would fund during our paver. Or it could allow them to know what they would like to pursue in future multi-modal planning along this corridor and work toward future funding and development. Also, could be considered when they developed their complete street/ main street planning.
- At Ferry booths – the city wanted to make sure we coordinated a crossing for their city trail connection. This was discussed when the Ferry expansion was considered, but has not been incorporated in any current plans. It is important that this be incorporated and developed.

These were issues that were brought up for further investigation.