

High Level Ideas for Discussion

(expanded in letter below)

Kudos

- Relatively high number of bike/ped projects
- Inclusion of predesign & planning for prospective projects
- ADA upgrade/retrofit projects and new ADA facilities

Please keep in mind

- Bicycle access East-West across downtown
- US 101/West side access project - use neighborhood pathways to connect bypass routes for bicyclists.

We also suggest

- Strategic planning of pedestrian access ways to connect with Transit routes
- Prioritizing space management strategies for downtown parking before a parking garage
- More bike/ped facilities along the streets that connect with new roundabouts. Prioritize funding to maintain the city's investment in Neighborhood Pathways. Maintenance of pathways is likely less costly than that of roadways.

Draft Letter for BPAC to Consider

MEMORANDUM

The purpose of this memorandum is to provide feedback and input on the 2017-2022 Preliminary Capital Facilities Plan (CFP) from the Bicycle and Pedestrian Advisory Committee (BPAC) to the Olympia City Council.

The City of Olympia Bicycle and Pedestrian Advisory Committee has encouraged the City Council over the years to make long-term investments that would help achieve the goals outlined in the *Comprehensive Plan*. In light of past budget constraints, BPAC commends City Council for the relatively **high number of bike-pedestrian projects** included in this year's CFP and for a keen **focus on the Americans with Disabilities Act** - both in retrofitting current facilities & maintaining ADA priority in new projects. This helps make the city's parks, streets and sidewalks safe and available to all. BPAC also commends the city for including in the CFP **predesign & planning** for prospective projects, which will help the council move forward on projects with realistic expectations & estimated resources

In 2016 we were able to celebrate the completion of the first Bicycle Corridor Project pilot. We encourage the council to fund permanent improvements to the pilot corridor as well as

to fully fund a second corridor this year. The new corridor would extend the existing pilot from Sylvester Park both North & South to create a comfortable biking route from the Farmer's Market to the capitol campus. This could only be an economic boon to downtown businesses.

Additionally, we encourage the council to continue to fund bike facilities on streets that lead to and through downtown so that employees and customers can safely ride downtown, leaving vehicles at home. We appreciate the momentum towards comfortable bike corridors leading to downtown, but there is still a lack of a safe East-West connector across town. The isthmus connection to 5th Ave. and Deschutes Parkway are particularly daunting for people on bikes. Also, the US 101/West Olympia Access Project is & will continue to be challenging for bikers and walkers. It could be improved by using neighborhood pathways to create bypass routes. If growth is expected near this interchange, let's carve out a portion of funding for inexpensive pathway options for people on bike and on foot

We are pleased about the roundabout improvements planned at so many unsafe intersections. We hope the city will prioritize connecting bike/ped facilities along the streets adjacent to these new roundabouts. Many of the roundabouts are close to bike/ped trails & will benefit those utilizing the trail network. Let's leverage each roundabout's bike/ped facility by prioritizing the adjacent streets for sidewalk & bike improvements - especially those near trails. Navigating a roundabout just to have the sidewalk end in a ditch isn't safe.

The list of sidewalk projects in the CFP is commendable and we would like to see priority given to streets that provide access to transit. For example, Elliott Ave. on the west side is on the list of projects. That street is one of just a few that residents of northwest Olympia can use to access bus routes on Division. People walking or in wheelchairs currently face a treacherous route in the wintertime with no shoulder on the road and a large number of cars using Elliott as an arterial to downtown.

Lastly, we encourage the City Council to take advantage of and prioritize space management strategies for downtown parking before considering a parking garage. We'd like to see leveraging of the public & private, on & off street parking that is currently available and improvements made to the bicycle, pedestrian & transit facilities downtown. If downtown is easy to access by foot or pedal, more cars will stay at home & parking congestion will be alleviated.