



BIKE CORRIDORS PILOT PROJECT

Summary of Public Outreach | 2017

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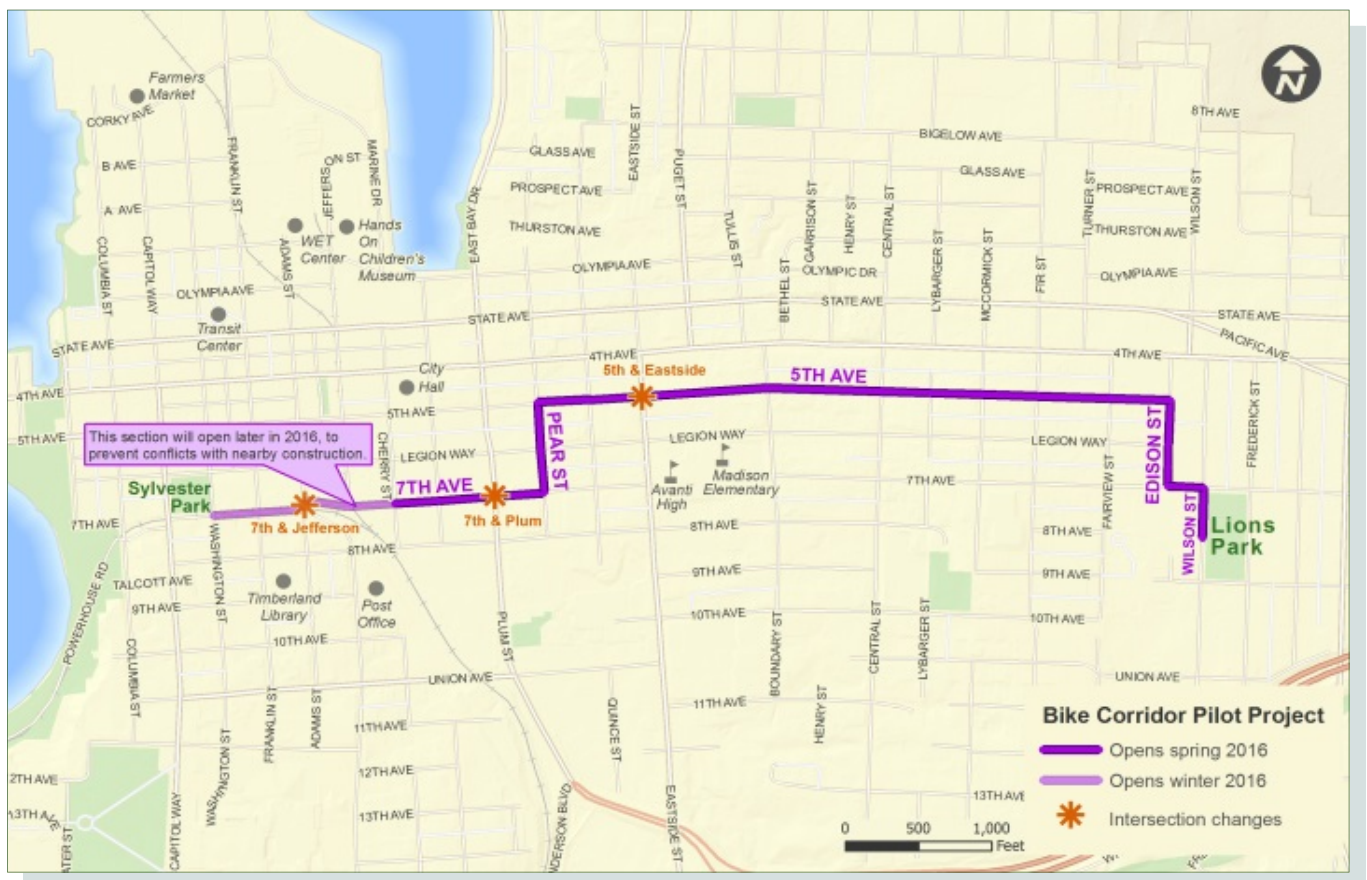
Bike Corridor Pilot Project: Summary of Public Outreach

What a Bike Corridor is

In May 2016, Olympia built a pilot project of a Bike Corridor. Bike Corridors, known as Bike Boulevards or Neighborhood Greenways in other cities, are quiet streets that connect to destinations. We add special signs and pavement markings to tell people that these are good streets to bike on. We also change some intersections so they're easier to cross, both for people riding bikes and for people walking.

How we got here

The pilot project began in 2014, when the City Council directed staff and the Bicycle and Pedestrian Advisory Committee (BPAC), a group of citizen volunteers, to choose a good candidate route. To do that, City staff and the BPAC worked throughout 2014 to evaluate the whole City for possible candidate routes. In late 2014, the City Council gave additional direction that the route would need to come into downtown. This is how the pilot project route, shown below, was chosen.



Pilot project route map

The additional Bike Corridors routes that were recommended by staff and the BPAC are in Appendix I. These are likely to be the next Bike Corridor routes we build.

Public outreach

Because this is a new type of bicycle infrastructure in Olympia, the BPAC recommended that staff do a lot of public outreach to explain it. The goals of the outreach were:

- Olympians would know what a Bike Corridor was
- We would find out if they wanted us to build more Bike Corridors

Based on the results of the outreach, we are fairly confident that we accomplished both tasks. The response to the pilot project was very positive, and people have clearly said they want to see more Bike Corridors in Olympia.

Project timeline

We built most of the project in April 2016, in time for the 2016 Thurston County Bicycle Commuter Contest. The last part of the project, between Sylvester Park and 7th and Jefferson, will not be done until the apartment building under construction at 7th and Jefferson is finished. This is because the developer of the apartment building is constructing the intersection changes on the west side of the intersection as part of their project. We hope to see the improvements done by spring 2017.

How we did the outreach

The outreach efforts ran from February 2016 until October 2016. We did a variety of different kinds of outreach, so we could reach the greatest number of people who might be interested in the project. We have included a complete list of the outreach as Appendix II.

In general, feedback can be grouped into three categories: before the project was built, after it was built, and what people thought of the potential future routes.

Before the project was built

Before construction began, staff met with some key individual stakeholders and groups, like the Coalition for Neighborhood Associations, the Olympia Downtown Association, the Eastside Neighborhood Association, and several more. We also held an Open House on March 30th, which was attended by about 25 people.

The stakeholders gave generally favorable feedback, although many people were not clear on what a Bike



Looking west at 7th & Plum - before



Looking west at 7th & Plum - after



During the Bike Corridor Kickoff

Corridor was at that point. Some people expressed concern that parking might be removed and were glad to hear that it would not. Others were puzzled about the route choice. Why did we choose 5th Avenue? Why did it take two jogs? Why would people choose to ride their bikes on this route instead of in the bike lanes on 4th and State?

During the Open House, we left maps out for people to comment on. Some people wrote in their concerns about other places in the City that needed improvement.



Painted bulb-outs and crosswalk marking at 5th and Eastside

Others said they were concerned about the crossing of Plum Street at 7th Avenue, mostly because of the heavy truck traffic on Plum. Some did not understand why we were routing people to cross Plum at 7th Avenue instead of at a crossing with a traffic signal, like Legion Way or 8th Avenue.

We posted a video to Facebook and our website letting people know that the project was coming. The video was seen about 1,184 times, “liked” by 35 people, and shared 18 times. The comments were mostly favorable.

After it was built

We celebrated the opening of a big section of the Bike Corridor pilot project on June 11th with a kickoff event. We invited people to ride the route and share feedback. About 50 people attended and 14 volunteered to help with the event, despite the threat of rain.

We also publicized the completion of the first part of the project on Facebook, by posting an “after” video of the route. We sent a link to that video to an email list of about 200 Olympians who are interested in walking and biking, too. The video was viewed about 758 times, “liked” by 24 people, and shared 12 times.

“I like that the route speeds up my bike work commute while feeling safer at the same time.”

People gave us feedback on our Facebook page, in emails, and in face-to-face conversations. The feedback was very positive. We also embedded a survey into the Bike Corridors Story Map, a tool to give people a chance to give us feedback online. The results of that survey are included as Appendix III.

The Story Map

The Story Map was a new tool for the City, used to explain the Bike Corridor pilot project in a visually-engaging way. It was a way for people to tell us their thoughts without having to come to an evening meeting at City Hall. In addition to the embedded survey, the Bike Corridors Story Map also included a map for people to draw suggested routes on. Most of the suggestions were to fix bigger streets to be easier to ride on, which is feedback we will use to shape the upcoming Transportation Master Plan. We have included that map as Appendix IV.

You can find a link to the Story Map on olympiawa.gov/bikecorridors



**Pavement marking, or “sharrow,”
used on Bike Corridor**

Some negative feedback and constructive criticism

For the most part, the feedback was very positive. Of the negative comments, we heard concerns about the many stop signs along the route. While staff looked into changing some stop signs and determined that we could not under current regulations, we will continue to evaluate them where we can.

“Not enough for ‘8 to 80’ goal (where all ages feel comfortable bicycling wherever they need to go).”

We continued to hear that people did not like the turns in the route. Some said it did not seem very direct. Others wondered why we built this project so close to the bike lanes on 4th and State Avenues. Some said a route that includes a hill was a poor choice for a pilot project. Others were uncomfortable that the Bike Corridor shares space with cars and asked us to build protected bike lanes.

We heard complaints about rough pavement on the route, especially at the railroad tracks at 7th and Jefferson. Because tracks are slippery, especially in the rain, bicycle tires can easily get caught in their grooves. Once the railroad fixed the asphalt around the tracks, we heard from people right away that it was better.

A lot of positive feedback

We heard the most comments about the new crossing at 7th and Plum, and they were nearly all positive.

The crossing at 7th and Plum was the most dramatic change on the route – at least until the west side of the 7th and Jefferson intersection is done – and the skepticism we faced about it at first was outweighed by the overwhelmingly positive response we heard when it was done.

“I really like the new crossing of Plum at 7th. No left turning cars makes for a much easier and safer crossing than using 8th where I have crossed on my commute for many years. Thanks Olympia!”

Others said that it was a good route for people who are not regular and experienced bike riders. Some said that the route was more appealing than the bike lanes on 4th and State Avenues, because there was less car traffic. A few noticed that 5th is less steep than most other low-traffic routes up the eastside hill.

People liked the signs and that the route was clearly laid out with signs and pavement markings. They also liked that it was clear to drivers that they should expect to see more people riding bicycles.



Family riding on 5th Avenue

Some appreciated the City's commitment to improving conditions for people who want to ride bikes, and several people asked us to build more.

Some considerations

The state of "best practices" for bicycle infrastructure is changing rapidly, and we are learning that bike lanes on busy streets – like the ones on 4th and State – only appeal to a small portion of the population. We will continue to build bike lanes where the opportunity arises, and we will also continue to look for ways to build bicycle infrastructure that appeals to a broader range of people.

Some research shows that most people will detour as much as a half mile from a direct route in order to ride a bike on a street that is less steep or has less traffic. We expected that some people who are already comfortable riding in the bike lanes on 4th and State Avenues would not see the appeal of the Bike Corridor, either because they highly value direct routes or because they are not bothered by the higher traffic volumes. We were surprised to hear from some of those regular riders of 4th and State – many of them initially skeptics of the project – that they were detouring in order to ride the Bike Corridor route.

People want more Bike Corridors

After the Bike Corridor pilot project was built, we shifted the focus of our outreach to ask if we should build more. The answer was yes. People also told us that they wanted to see improvements, like protected bike lanes, on bigger streets to make those easier to ride a bike on, too. As we heard during the Open House in March, people also want us to fix problems in the existing system of bike lanes.

We already had some proposed Bike Corridor routes that the BPAC and staff worked on in 2014. We asked if the routes seemed reasonable as future Bike Corridors, and no one objected to them. We may need to make minor adjustments to the routes when we get closer to building them, and we expect to work with residents and neighborhood associations when we do. Again, those routes can be found in Appendix I.

Next steps

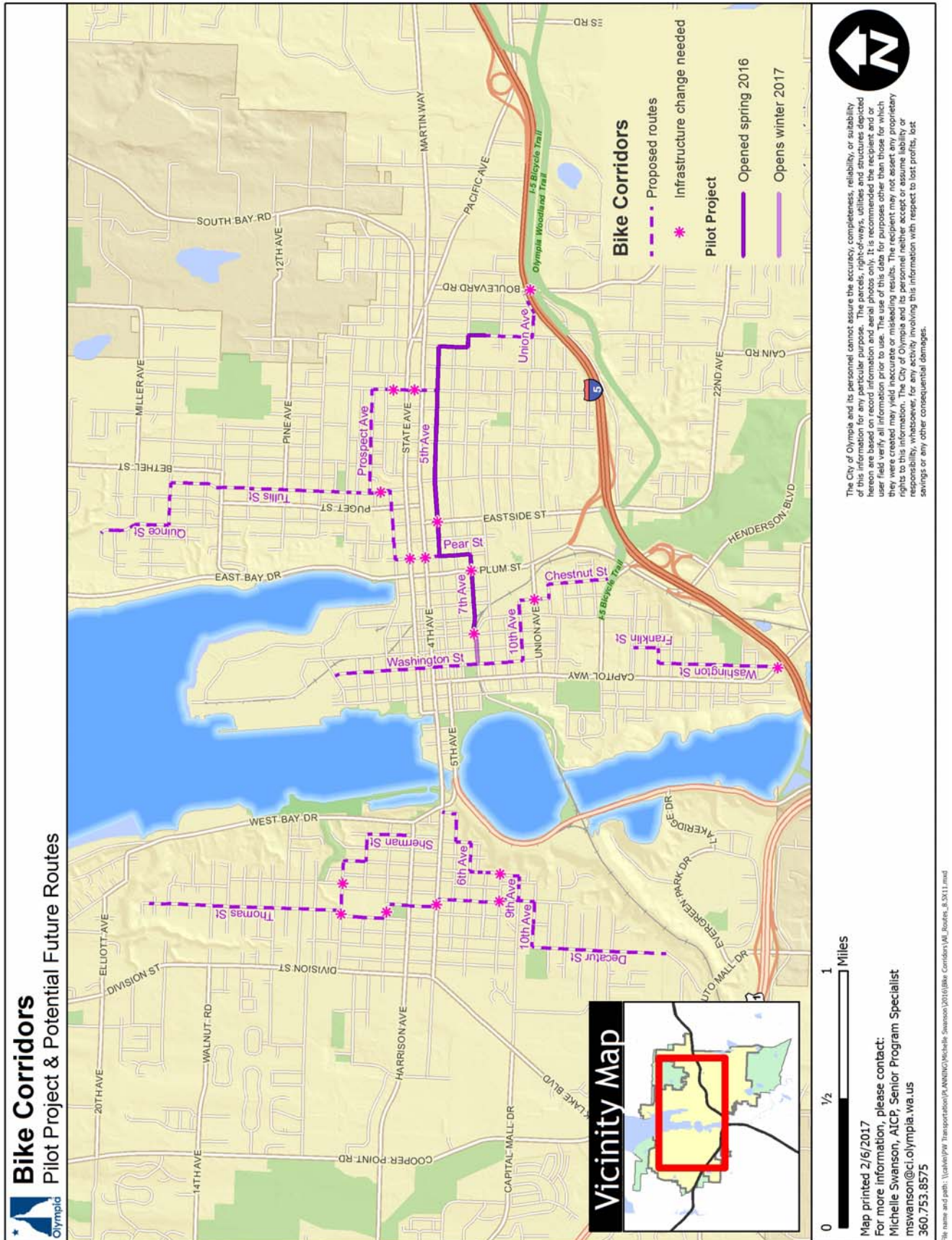
We will work with the BPAC in 2017 to decide the order in which to build future Bike Corridors and the timing on making the pilot project permanent. Those decisions will be reflected in future Capital Facilities Plans. We expect that the routes will be included as part of the Transportation Master Plan effort, which we will begin in 2017.

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Appendix I: Likely Future Bike Corridor Routes



Appendix II: Complete Bike Corridors Outreach List

- 3 Videos posted on the City’s website & social media outlets
 - Before construction
 - Mid-point through construction
 - Invitation to the Bike Corridor kickoff
- 6 Facebook posts
 - 3 videos
 - Open House announcement
 - Construction photos
 - Kickoff event announcement
- 4 Tweets
 - 2 OlyProjects
 - 2 City of Olympia
- Open House March 30th
 - 25 participants
- 2 Utility inserts
 - March/April: it’s coming
 - July/August: it’s here
- 5 Stakeholder group meetings
 - Indian Creek Neighborhood Association
 - Olympia Downtown Association
 - Parking & Benefit Improvement Area Board
 - Coalition of Neighborhood Associations
 - Capitol Bike Club (BPAC volunteers attended)
 - Downtown Neighborhood Association picnic
 - Intercity Transit (twice)
 - * Bike Commuter Contest
 - * Walk & Roll
 - Eastside Neighborhood Association
- 4 in-person meetings with people who’ve had particular interests or concerns about the project
- Emails
 - Olympians for People-Oriented Places (OPOP) – didn’t need more info
 - Janine’s Little Hollywood blog
 - Olympia Power & Light
- 3 Olympian stories
 - What Bike Corridor is
 - Reprinted Kickoff news release
 - Kickoff coverage
- Interview on “It’s Your Community” – MIXX 96
- Flyers to bike shops
- Posters at Library, Avanti, Twinstar – places along the route
- Pre-construction mailing along route east of Eastside
- Flyers at doorsteps west of Eastside

- Kickoff
 - 14 volunteers
 - 50 participants
 - 41 passports received
- Planning Commission briefing July 11th
- Story Map launched August – included survey
 - Open for public feedback through September 30th
- Email response to 3 southeast neighborhood associations
- Land Use & Environment subcommittee briefing September 15th
- Coalition of Neighborhood Associations briefing October 10th

Appendix III: Survey Results from Bike Corridor Story Map

We created an online tool, the Bike Corridors Story Map, to explain what a Bike Corridor is, why we did a pilot project, and to ask people what they thought of the possible future routes. The Story Map has been viewed over 2,100 times. We embedded a survey into the Story Map, which was open to responses from August 25th through September 29th. Some questions were open-ended and others were multiple choice. Of the 600+ people who saw the survey during that time period, 116 responded. Their responses are below. Please note that this is not a statistically valid survey method.

Do you have any thoughts about the project?

Great start, Olympia! With three colleges, half a dozen high schools in the tri-city area, I would love to see more work between the cities to interconnect our communities.
I'd like to see something in the SE neighborhoods...like on Fir Street SE from 22nd-Eskridge. There are lots of bike riders along there and lots of kids that commute to school on bikes and on foot. The cars fly through there, so anything to make it more bike friendly would be great!
Bicycle access from downtown to the west side is poor at best. I like the pedestrian enhancements on 5th between Capitol and Washington but recent changes have narrowed the street and eliminated any kind of bike lane west of that location. Also, there is no safe or predictable route from the bike trail that terminates at the Jefferson roundabout to the West side.
It would be nice to see something connecting South Capitol neighborhood to NE (Reeves middle school area) and westside so that teens can get comfortable navigating the whole city.
I think this is great! It would be nice to see where the bicycle corridors connect to bike lanes on busy streets (perhaps in a different color). Otherwise it looks like some of the corridors don't get people to a destination that a bike rider would be likely to want to go to. Especially, I think there should always be a connection to downtown Olympia.
I really like the idea of bike corridors. I have not had a chance to use them because I bike in to downtown from SE Olympia.
how about away to go from near Reeves middle school to Group Health, St Pete's area? I go from Reeves School, to Quince, to Miller to Friendly grove and through the park and then onto 26th before hitting Chehalis Western trail. 26 th between Friendly Grove and S Bay is downright frightening . Be nice to widen road there or be able to cut through somewhere else to do that trip.
For myself the Chestnut / 10th Ave route would be the most helpful because I'm accessing downtown from the woodland trail. Also, bike corridors, lanes and trails are very important to make biking work for people. But if you want people to ride their bikes in Olympia it is also necessary for people to have safe and dry locations to lock up their bikes. The City of Olympia has parking lots for cars that have monthly/annual passes. Please add secured bike cages that multiple bikes can be locked up in and give individuals who sign up for it a code to open the door. Inside the cages there can be regular bike racks so we can still lock our bikes. Also, these cages should be covered to keep our bikes dry. This would be great for commuters! Also, the City of Olympia has several nice bike racks that are located downtown (they are surrounded by bricks and are next to the road). The issue with these is that they are uncovered. A simple cover over these would make them much more useful. This is Olympia - we get a lot of rain! Please we need safe areas to ride and safe/dry areas to lock up our bikes once we get there! Bike parking lots with secure cages would be a huge help in this regard and I believe this combined with the corridors would get a lot more people riding. Thank you!
I live on the Westside with my 8 1/2 year old son. We are particularly interested in safe bike routes around our neighborhood that help us access points west, north and south of us, in other words, not towards downtown. Please let us know how we can weigh in on decisions to expand your system on the westside. Thanks
West Olympia is in need of bike corridors that connect to downtown Olympia.
The current suggested corridors through downtown Olympia I don't think are the best choices.

Once I zoomed in on your map to suggest new routes, the orange route line would not appear on the map. Here are my two suggestions: - We need a bike crossing on East Bay Drive at Olympia Avenue, so bikes can go between NE Oly and downtown to make it easier to cross 4th and State streets on a less-busy street, and without having to ride diagonally across State or 4th, like you have to if you are trying to get from, say, Puget to Eastside
I'm in favor of more corridors.
The route to the farmer's market ought to be a priority since there's so much vehicle traffic to and from it currently. The NW route starting on Sherman St. is an ok idea, but it's already well-marked as a biking route, so doesn't seem like a high priority.
I think Harrison Ave NW is the biggest bike hurdle in Olympia. There is no friendly route from downtown to the westside.
The Washington St SE corridor, including and especially the Capital Way bridge across I-5, is an important route to improve. The south portion of this route is used heavily by local residents for passage between the south Capital neighborhood and the Wildwood/Carlyon neighborhoods. Specifically, bicyclists and pedestrians of all ages use this route to get to & from Lincoln, Pioneer, Washington, and Olympia High School, and to & from the Wildwood retail hub of Vic's Pizza, OCR, and Spud's Market. At the north end, the route needs better signage, so that when a cyclist dead ends at the capital campus they understand how to proceed to get to points downtown. At the south end, infrastructure improvements are needed across the I-5 Capitol Way bridge in order to entice cyclists, many of whom are children and families going to school, to use bike lanes rather than illegally using pedestrian sidewalks as they do now. Either 2-way separated lanes on the east side of the Capitol Way bridge, or separated lanes on both sides (or both). There is plenty of width on this bridge, in fact reducing driver lane width could provide some traffic calming for the neighborhood at a straightaway spot where drivers tend to speed up right as they enter the 25 mph zone. Thank you!
The improvements look fantastic!
Great presentation!
City staff needs do more to explore routes in SE Olympia as there are numerous cyclists of all ages that ride and connect from Cain Neighborhood to Wildwood to the South Capital Neighborhood to downtown. Lots of connections between these neighborhoods and the Woodland Trail too.

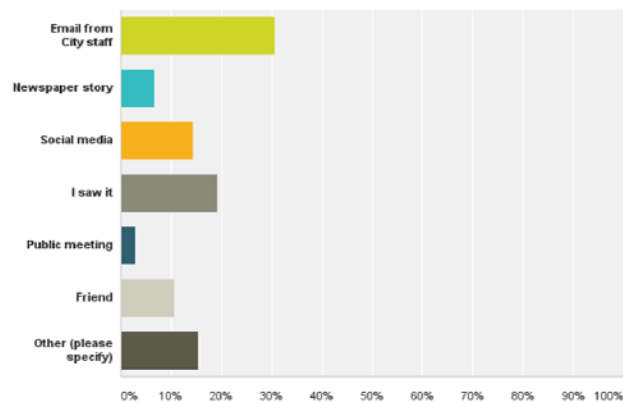
116**Total Responses**

Date Created: Tuesday, June 21, 2016

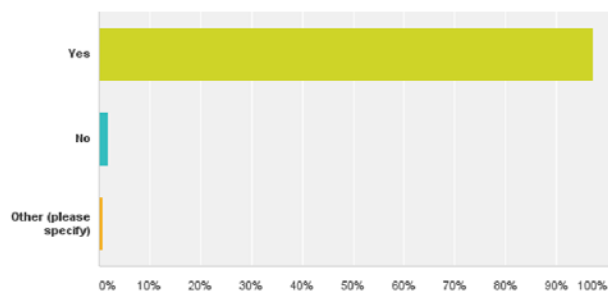
Complete Responses: 102

Q1: How did you hear about the Bike Corridor?

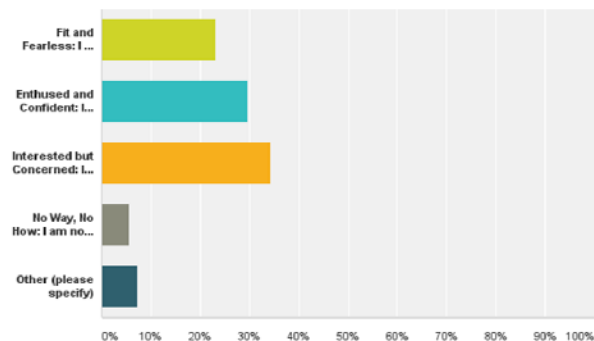
Answered: 104 Skipped: 12

**Q2: A Bike Corridor is a new type of infrastructure for Olympia. Do you feel like you know what one is?**

Answered: 110 Skipped: 6

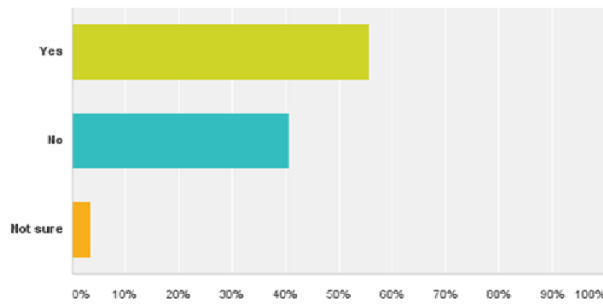
**Q3: What kind of bike rider are you?**

Answered: 106 Skipped: 6

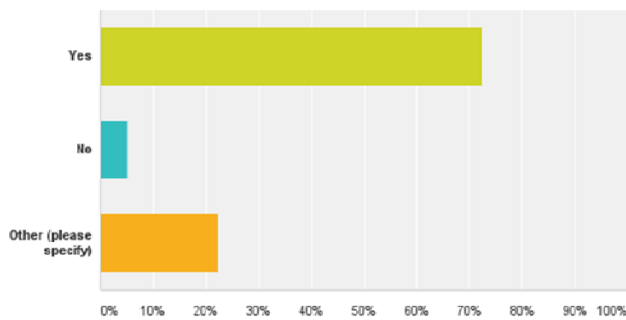


Q4: Have you been on the Bike Corridor pilot route?

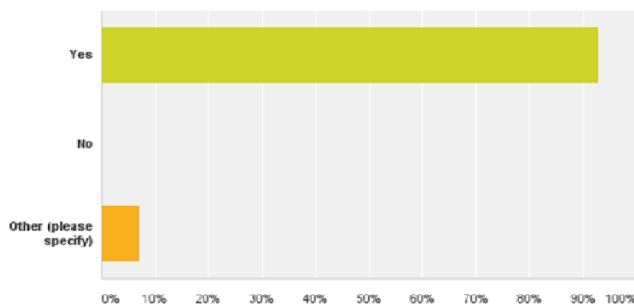
Answered: 113 Skipped: 3

**Q5: This is a picture of a "shared lane marking," or "sharrow." Do the sharrows send the message that people should expect to see more bike riders on this route?**

Answered: 58 Skipped: 58

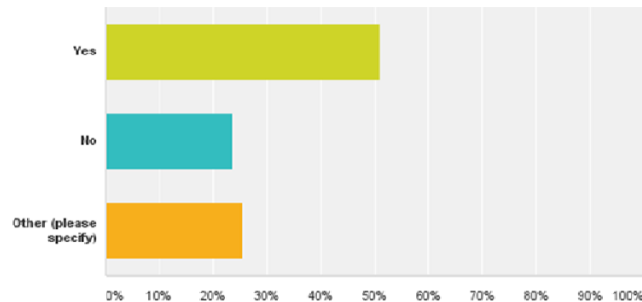
**Q6: There are a few different kinds of signs on the route. Do they make sense to you?**

Answered: 56 Skipped: 60



Q7: Assuming you ride the Bike Corridor, do you go out of your way to ride it?

Answered: 55 Skipped: 61



Q8: What do you like best about the Bike Corridor?

Answered: 51

Skipped: 65

I like the idea.

9/28/2016 1:04 PM

I really love the effort the city is taking to improve safety and convenience for cyclists. I hope it expands toward the Olympia/Tumwater Boundary on Capitol Blvd SE. It's full of cyclists, but also vehicle congestion.

9/28/2016 8:30 AM

The designated space for cyclists and the clear signage for cars - although the shared lanes are an issue.

9/27/2016 9:50 AM

Safer way to get across Plum St, opening options to get off busy streets like Union or Fourth. Seeing other cyclists!

9/24/2016 4:13 PM

Plum St crossing.

9/20/2016 2:40 PM

I enjoy that it is a low traffic, fairly efficient route across town.

9/17/2016 2:52 PM

Everything, esp. see my last comment on Plum St cut through. But I also am appreciating the on going improvements of which i keep noticing more! Examples: flattening a very annoying vertical raised pavement "hump" at the uphill side of the Central St intersection of the corridor. (under a large chestnut tree. That darn 3 inch little "judder bar" was really a drag, you had to quarter it (take it at an angle) not to be rudely impacted by it. At this same intersection on the downhill side of the N. corner a big, yucky pothole was filled! Also the general filling in of allllllllll those many cracks in the cement road bed, they're not perfect but much much better, thanks!

9/17/2016 9:13 AM

The Plum Street Crossing

9/16/2016 8:44 PM

I like the bike corridors that have active features to make it clear that bikes have priority on those routes.

9/14/2016 6:16 PM

The Plum crossing and the future, Jefferson crossing.

9/13/2016 9:50 PM

Safer pedestrian crossing for 7th.

9/13/2016 7:30 PM

it makes me feel safe and like the city cares about cyclists

9/12/2016 2:11 PM

I like that I'm able to cross Plum avenue without car traffic and I like that I'm able to cross two lanes at a time instead of the whole 4 lanes. I like that my interactions with cars on the bike route are generally more positive. I feel like drivers are more aware of me when I am riding on the bike corridor opposed to main streets. I like that the route speeds up my bike work commute while feeling safer at the same time.

9/9/2016 11:10 AM

Safe place to cross Plum Street.

9/8/2016 9:28 AM

The new intersections at 7th & Plum and 7th & Jefferson.

9/7/2016 5:49 PM

Signage to local points of interest, a clear path for cyclists that is also clear to drivers to watch out for people on bikes.

9/6/2016 4:28 PM

Haven't ridden on it.

9/6/2016 2:00 PM

Bicycle infrastructure helps promote active lifestyle, is good for the environment, promote mobility for those who can only afford cars.

9/6/2016 12:22 AM

It's a good safe option to riding up 4th Ave hill or going down State. Typically the streets the corridor uses has less vehicle traffic.

9/5/2016 6:57 PM

increasing awareness for car drivers of need to respect rights and safety of cyclists

9/5/2016 2:02 PM

I like that even people who might not be familiar with the area can find a map that will safely get them to a destination. Even as an experienced and confident rider, I am hesitant to go somewhere if I am unfamiliar with the area. Familiarity = Safety (in both perception and reality).

9/2/2016 6:32 AM

markings, signage

9/1/2016 6:18 PM

crossing at plum is quick and safe

9/1/2016 3:57 PM

I like that we finally have one that includes a small section of protected bike lane.

9/1/2016 11:06 AM

Drivers are more aware of bicycles, and it's quieter.

9/1/2016 10:25 AM

Good way to cross Plum street.

9/1/2016 10:05 AM

It's well marked, and having markings for bicycles is great for creating general awareness (for drivers).

8/31/2016 10:03 PM

Less traffic and I feel a bit more comfortable that car are more aware of bikers on the road

8/31/2016 7:08 PM

It goes in front of my house.

8/31/2016 7:01 PM

Quiet streets away from most traffic.

8/31/2016 4:37 PM

Dedicated route where cycling is not only OK, but encouraged

8/31/2016 4:28 PM

variety of ways to get downtown

8/31/2016 11:56 AM

Sense of safety and increased awareness from drivers sharing the route

8/31/2016 9:47 AM

i like being about to travel by bike, but don't like feeling like it is a risk or stressful option, so they make me feel like i know the route will both be more safe and be bike friendly (less hills or bad interchanges)

8/31/2016 9:06 AM

1) good route planning. 2) excellent infrastructure for crossing Plum st. 3) goes to MY neighborhood.

8/31/2016 8:57 AM

Bicycles are the most efficient form of transportation ever invented. The respect for that mode of trans here takes a large element of the "danger pressure" off, reminds people that bicycles have a place on the streets, and makes it easier for non-bicyclists to give it a try. Okay, that's three things.

8/29/2016 11:34 AM

Safety for kids and families

8/29/2016 11:21 AM

I like the low volume of car traffic. It also seems less steep than some other nearby routes.

8/29/2016 10:56 AM

It makes drivers aware of an increase in bikes.

8/29/2016 10:09 AM

The easy and simple markings. As a driver, I see and pay more attention. As a rider, I feel safer

8/27/2016 9:27 PM

Nothing at all

8/26/2016 8:33 PM

Good signage and markings

8/26/2016 9:25 AM

It helps cyclists, particularly the inexperienced who need the most help, find a safe way to get across town (and Plum St.).

8/26/2016 8:38 AM

It is a great effort that promotes a great commuter alternative in our community

8/26/2016 8:23 AM

It's quiet.

8/25/2016 8:18 PM

The crossing at Plum Street

8/25/2016 4:30 PM

Safer biking conditions given fewer and slower moving cars. Riding through shady neighborhoods and saying hello to other bicyclists.

8/25/2016 4:22 PM

Crossing Plum Street

8/25/2016 3:32 PM

The city's commitment to a bike friendly environment.

8/25/2016 3:08 PM

Easy crossing of Plum St., encouraging people to bike more.

8/25/2016 3:02 PM

It makes biking a clearly supported option to vehicles. The signage helps people realize they are supposed to share the road

8/25/2016 2:51 PM

Q9: What do you like least about it?

Answered: 48

Skipped: 68

The corridor has too many stops, turns and takes riders away from the downtown core.

9/28/2016 1:04 PM

I feel like we are trying to help cyclists by giving them the "leftovers" while people who drive still have priority over our transportation infrastructure.

9/28/2016 8:30 AM

Stop wasting money on them.

9/27/2016 3:54 PM

The car/bike shared lanes.

9/27/2016 9:50 AM

too many jogs at each end, means too easy to get off route; slows one down; more complex task to evaluate car & ped safety to proceed when a change of direction is involved.

9/24/2016 4:13 PM

Not more extensive.

9/20/2016 2:40 PM

I'm worried drivers will assume bikes should be relegated to bike corridors rather than seeing the bike corridors as a safer option for cautious bikers.

9/17/2016 2:52 PM

Too steep at the top third of it, basically beyond the FUMCO st. (Boundary??) overall this part of the corridor works for me but i think it's too steep for the average new at it biker. i use a route that's much more gradual but it's on the N. side of State St. I find it still worth going 2 blocks over to use if i'm not feeling totally peppy!

9/17/2016 9:13 AM

Going beyond Legion to cross Plum, then zigging and zagging back to 4th at the top of the hill.

9/16/2016 8:44 PM

I don't like the bike corridors that use only passive features that can easily be ignored by drivers.

9/14/2016 6:16 PM

Signage needs to be even more prominent/insistent for the corridor to feel safe for all ages riding.

9/13/2016 9:50 PM

A hilly choice for the route.

9/13/2016 7:30 PM

n/a

9/12/2016 2:11 PM

The route ends abruptly currently, I am looking forward to the pilot route completion, particularly across Jefferson St. Thinking beyond that though, I would like to see this network expanded across the city to the places I commonly go on my bicycle, including neighboring cities to create a wider network of urban corridors. Some places I would like to access more safely and easily on my bike include; the westside neighborhood, the westside retail areas, the northeast neighborhood, through the urban core of Olympia, south Puget sound community college, the evergreen state college, the farmers market, the wildwood neighborhood, Tumwater safeway area, St. Petes, capitol campus, "downtown" Lacey, Tumwater business district and pacific avenue area as it leads in to Lacey. Some of the signage is not accurate. Some signage directing cyclists towards the route I think would be very helpful. I frequently see other riders, sometimes with small kids, riding past 7th avenue on Eastside st and taking Legion to downtown.

9/9/2016 11:10 AM

I would like to be able to push the flashing light signal to cross Plum Street like the pedestrians can.

9/8/2016 9:28 AM

The rest of it is just pavement markings on routes I already used somewhat frequently

9/7/2016 5:49 PM

The quality of the pavement is pretty poor in some sections of 5th.

9/6/2016 4:28 PM

N/A

9/6/2016 2:00 PM

lack of cyclist protection

9/6/2016 12:22 AM

Not enough for "8 to 80" goal (where all ages feel comfortable bicycling wherever they need to go)

9/5/2016 2:02 PM

I think the ideal is to have bicycle roadways entirely separate from cars, but we'll get there some day!

9/2/2016 6:32 AM

route isn't direct

9/1/2016 6:18 PM

I wish it was closer to my house.

9/1/2016 11:06 AM

The zig-zag path, and some stretches aren't the best pavement.

9/1/2016 10:25 AM

Stop sign at the intersection of Jefferson and 7th. Jefferson dead ends at the tracks there. So there is no reason for bikes to have to come to a stop at the bottom of the hill. Bikers are just going to run the stop sign.

9/1/2016 10:05 AM

The crossing on Plum St. is a pain because there's no way to stop traffic (flashing signals are only accessible to pedestrians).

8/31/2016 10:03 PM

The streets in Olympia are already easy to ride a bike on. Drivers are friendly in the downtown area in my experience.

8/31/2016 7:01 PM

Sometimes it's not the most direct route, because cars get to enjoy that luxury for just about every aspect of transportation.

8/31/2016 4:37 PM

Uncertainty of cross traffic at Plum crosswalks

8/31/2016 4:28 PM

nothing at this time

8/31/2016 11:56 AM

It's relatively short and does not connect to existing bike paths (Woodland and Chehalis Western trails)

8/31/2016 9:47 AM

more are needed!

8/31/2016 9:06 AM

1) Need more of them. 2) The new corridor parallels existing decent bike infrastructure (4th, legion). It would be better to add infrastructure to bike deserts. 3) Lots of turns. Makes it easy to get lost, and more care conflicts. 4) Intersection by 3 magnets is confusing. Would prefer more signage saying "sorry, this part is still under construction."

8/31/2016 8:57 AM

This is "America". That means more is better, right? More please!

8/29/2016 11:34 AM

It is such a small section.

8/29/2016 11:21 AM

It still seems a little vulnerable. I would love to see protected bike lanes (with medians separating car and bike traffic) or see bike corridors that only allow bicycle and pedestrian traffic. But I understand that those options are more expensive and more difficult to accomplish. I would also LOVE to see the city come up with a bike corridor/route to the Westside that could bypass the roundabouts. They can be treacherous during rush hours. A few years ago, Omaha, NE and Council Bluffs, IA worked together to build a bike/pedestrian bridge across the mile-wide Missouri River. The bridge has a much gentler slope than our 4th Ave bridge, making it ideal for bikes. It has designated bike lanes and pedestrian lanes for each direction of travel. I'm sure it would be very expensive to build something like that here, but it would be SO nice.

8/29/2016 10:56 AM

It doesn't extend enough. If most of our working population is going to the State Capitol campus it would make sense to accommodate that type of traffic not into the city core. Bike storage, safety(from theft), and convenience are bigger issues to me than the traffic. Bike theft and bike part stealing is a big problem.

8/29/2016 10:09 AM

Nothing

8/27/2016 9:27 PM

It is one more example of why the City does NOT build a parking garage or spend money on cleaning up the downtown.

8/26/2016 8:33 PM

poor pavement condition and lack of directness of route

8/26/2016 9:25 AM

The Jefferson St. crossing, even though incomplete, was modified to make the bulb-outs smaller. I think this was a mistake. The traffic on Jefferson is traveling too fast, people even use the parking spaces as a passing lane on a semi-regular basis, and I am concerned that the low visibility of cyclists approaching this crossing from the east may result in injury or fatality accidents.

8/26/2016 8:38 AM

Routes are incomplete and need to reach out to the cycling community for input. - Open house for rider input. - Online map for riders to map their route (leveraged in GIS) - Option for riders to upload their route from a GPS device (common format GPX into GIS) - Reach into application APIs like MapMyRide, Strava, Garmin, Fitbit. These are resources that would show you routes that experienced cyclist are using.

8/26/2016 8:23 AM

I can't recall how the "flow" was, so will need to ride again.

8/25/2016 8:18 PM

Some sections of the route consist of asphalt/concrete road that's in poor condition (lots of seams, cracks, unevenness). It'd be great if at least the worst sections of the pilot corridor could be repaved.

8/25/2016 4:22 PM

What's going on at 7th and Adams?

8/25/2016 3:32 PM

Steep hills and narrow streets with no shoulders. The pavement drops abruptly and steeply to reach the "shoulder". Feels unsafe if traffic does not accommodate biker.

8/25/2016 3:08 PM

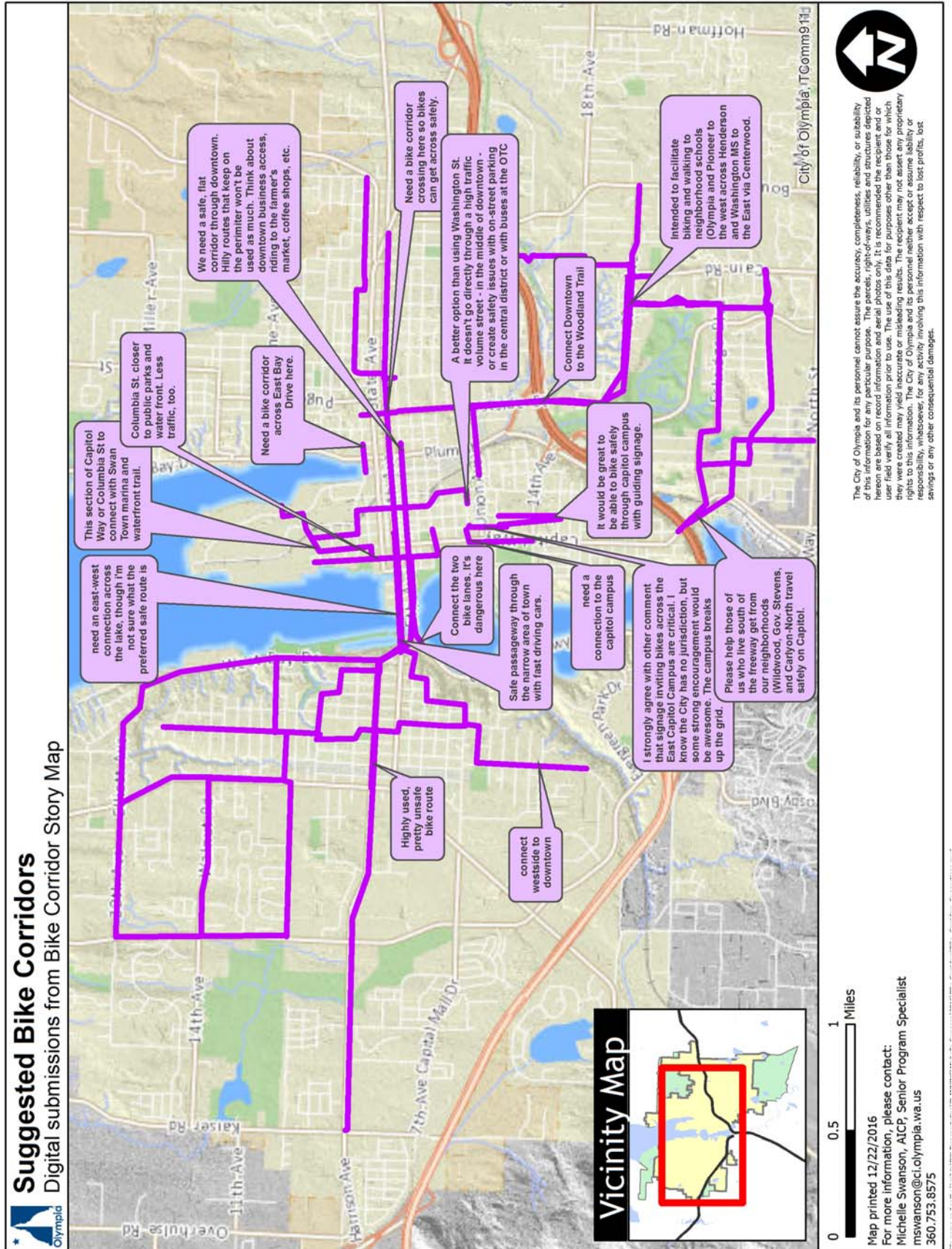
It would feel safer to me if cross traffic at Fir and Fairview had stop signs.

8/25/2016 3:02 PM

Other streets that parallel the bike route are less steep, so sometimes when I am tired I use them instead.

8/25/2016 2:51 PM

Appendix IV: Route Suggestions from Story Map



Appendix V: List of Comments

Bike Corridors Feedback Collected Outside of Story Map & Online Survey

Comment	How Communicated
Franklin would be a good next route	Phone call
It would be help if steep hill 4-way stops could include "yield to uphill bicycle traffic" on stop signs and yield bikes on for uphill-bound bikes.	Open House
Bulb outs. Cars fight for right-of-way. Olympia Ave.	Open House
Family friendly riding to the Farmers Market	Open House
Tullis is steep, zig-zag to Garrison?	Open House
Tullis has issues, currently near State, where it is too narrow & winding to feel safe, so changes would be required	Open House
Intersection with Puget & Oly would need a crossing	Open House
Note on map: Crosby & Mottman circled on map (outside city limits)	Open House
Note on map: Black Lake & 101 circled	Open House
Note on map: line from Evergreen Pkwy & Overhulse south to 11th, east on 11th to south driveway of Blue Heron Meadows, south to 6th Ave NW, east to Yauger way, terminating on Harrison	Open House
Note on map: circle at Black Lake & Cooper Point intersection	Open House
We need marked parking places on 5th Ave between Eastside & Central	Open House
I will continue to park on 5th even if you try to take my parking away	Open House
Music in the Park would be a good place for outreach, especially if they offer valet bike parking	Open House
Proposed route to connect Lions Park to the OWT is a great idea. However, the streets you have selected may be a bit problematic as they feed into fairly dense apartments toward the end of Wilson St SE and therefore Wilson is a bit busier than one might expect. Have you considered moving that proposed route to Frederick St SE and then connecting to Union St SE?	Email
Crosswalk needed at 7th & Wilson, 9th & Frederick	Email
WTGA volunteers should ride the OWT to make people feel safer	Open House
Ped crossing at 7th & Jefferson should be raised, like a speed table	In person
There should be a button in the median at 7th & Plum, so people can activate the beacons if they get stranded	In person
5th Ave isn't a small, quiet street between Eastside & Boundary. I have long wished there were speed bumps to slow people down. It is normal to have cars driving 30-40 mph on the street. ZOOM in a flash. On top of this 5th Ave is the second choice for 'thru' town when 4th Ave is congested. UPS and FEDEX, lots of business trucks and vans, use 5th ave as 'surface trans street' - occasionally they 'work' or deliver here, of course, but many many times they are just finding a route that's not 4th or State. This street, I guarantee you, is THE alternative to 4th and State by business vehicles for sure.	Email
No room for bike lane & parking	Email
Note on map over 4th & 5th Ave Bridges: major gap in network	Open House
Note on map: Fones needs a better crossing (arrow to OWT & Fones crossing)	Open House
Revise: Ensign Rd NE/east of Lilly/Ensign intersection. Continue dedicated bike lane on Ensign across Lilly and end at CW Trail	Open House

do bicyclists pay any taxes for these corridors?	Twitter comment
That's great. I wish the West side would get some much, much needed attention when it comes to bike paths and bike lanes.	Facebook comment
I live on Union and this directly effects me. So happy this is happening	Facebook comment
This looks fantastic! Thank you! The video was terrific and very entertaining too (smile emoticon)	Facebook comment
City of Lacey - Government is also looking at making a bike corridor to get from Yelm Highway to Pacific Avenue and the trail system without having to ride along dangerous College Street.	Facebook comment
Tonya Hennen and Bill Reiswig - Just in time for your arrival! Can you spot your house?	Facebook comment
This is great. Vancouver BC has a bike corridor that is super popular.	Facebook comment
This is really good news. I look forward to using it and then one coming to the Westside.	Facebook comment
Suggest speed enforcement as a top priority on Plum St., as most traffic exceeds the posted 25 mph limit. Excess Speed combined with large trucks will result in higher risk of traffic accidents with new street crossings.	Email
I really like the new crossing of Plum at 7th. No left turning cars makes for a much easier and safer crossing than using 8th where I have crossed on my commute for many years. Thanks Olympia!	Facebook comment
I'm already using them, and they're grrrrrREAT!	Twitter comment
This is such a great idea! I have seen at least 3 bikers hit in the past few years from my office on 8th and Plum, glad to see the city working to improve things.	Facebook comment
The main streets in downtown (4th, 5th, between Columbia and Cherry) could use little improvements like this. Plum seems like an unusual place for such a thing, but better mobility is always a worthwhile financial investment.	Facebook comment
love the idea but having 2 crossing "lanes" plus 2 crosswalks on plum street when there are 2 lights within a block of each other? Seems like a half block "detour" to make crossing such a busy street safer for pedestrians, cyclists and drivers would be a better option. Yes, that would mean both pedestrians and cyclists would have to walk/ride a short block to have a street light to use. It seems that traffic would move more smoothly and drivers would not be fearful of hitting said cyclists/pedestrians or getting ready ended by sudden stops on (I'm guesstimating) on one of the busiest streets in Olympia if the bike corridor was shifted slightly. This is just a quick summation on my part and I may be missing something but it seems like a reasonable and safe alternative from the current plan. I'm curious of how the decision from making these changes permanent vs temporary will be made.	Facebook comment
People are already using them! Gotta justify the money spent or something? lol	Facebook comment
Cool!	Facebook comment

<p>I had a blast scoping out all of the awesome work on the corridor, taking photos and probably making people uncomfortable, today :).</p> <p>Everything is looking so great! the bulb-outs at Jefferson in the few minutes observing there seemed to be already slowing traffic and two cars actually stopped for me when I crossed at Plum. Cars stopped...on Plum...for a bike, I almost fell over from shock. Another thing I thought was really cool are the bike stamps directing bikes correctly over the train tracks, very cool.</p> <p>Anyways, just wanted to gush a bit, can't wait for the whole shebang to be operational!</p> <p>Many thanks again to everyone on the team for all of the hard work!!</p>	Email
Painted bulb outs are busy, slightly confusing	In person
Can the stop signs along 7th at Jefferson be removed? If southbound Jefferson traffic stopping and there is no northbound traffic, are these even needed?	In person
Consider adding stop bars along 5th at Central and Boundary to remind cyclists they must stop	
Add some flowers, low landscaping to the median at Plum	In person
<p>Regarding the bike corridor pilot, I like the city's forward thinking on this. We typically get several bikes and walkers daily past our house, mostly to avoid the 4th Ave. traffic I'm sure. The fact you've added signing and pavement markings will help the newcomers, but us old timers have figured out the best paths through the city already. I really like the intersection bulbouts and enhanced pedestrian markings, especially at those busy intersections. And the Plum Street crossing is really cool!</p> <p>I'm curious how you're going to asses a before and after bike travel patterns on this "pilot," but I'm sure you got that covered.</p> <p>Keep up the great work!</p> <p>P.S. Excellent promo video on the website by the way!</p>	Email
I have to admit, 7th is an easy, nice way to cross Plum. I've detoured to use it rather than go straight down 5th, because it's so easy.	In person
Build more!	In person

<p>I'd to commend you and the City of Olympia on the recently completed 7th Avenue Bicycle Corridor project. I've used it about a dozen times so far and am pleased that Olympia has joined other cities in designating and building bike corridors.</p> <p>I do have a few suggestions to enhance the facility, as follows:</p> <ol style="list-style-type: none"> 1) Minimize the number of "Stop" signs on 7th--from casual observation 2-4 "Stop" signs could be removed and installed on the intersecting streets. 2) Create a cut-through in the concrete "Jersey" barrier at Jefferson/Adams streets. Or as a minimum construct a ramp to get up the curb at the south end of the barrier. Currently, I traverse up the sliver of asphalt adjacent to the end of the barrier if a vehicle isn't parked there and if there is, I have to stop and lift my bike up onto the sidewalk. 3) Smooth out the eastbound bike lane from Jefferson down to Jefferson and fill in the utility cut at 7th and Pear Streets--it's rough for cyclists. <p>Thanks in advance for you consideration of my suggestions.</p>	Email
<p>I noticed that there are new bike routes on 5th east of Eastside street. The pavement on that section of 5th is extremely uneven. I can't imagine it's a very pleasant ride for cyclists. I hope you consider repaving for a smoother surface if this is going to be a permanent bike corridor.</p> <p>Also, if you put flashers at the new crossings on Plum and 7th, you REALLY need to add them to the sidewalk at 5th and Plum as well. It is so dangerous with all the traffic to see if people are stopping to turn or for a pedestrian.</p>	Email
<p>My bicycle is one of my primary methods of transport (besides walking and the bus) and I'm in favor of most initiatives that support alternatives to cars. I'm pleased with the bike corridor - it goes by my house! - but am still thinking about it. I might still occasionally just ride down the hill on 5th and walk my bike across Plum. That's pretty safe. I had a moment on the corridor recently when I crossed Legion on Pear Street and couldn't see cars coming up or down the hill because of parking on Legion. That didn't feel very safe. Maybe we need more street markings where Pear crosses Legion and turns onto 7th. I'm happy with the markings where we cross Eastside and Plum, but maybe that abrupt unexplained terminus on Jefferson needs a sign - or something!</p> <p>Thanks for asking.</p>	Email

<p>I am a fairly regular bike commuter, traveling from 9th SE (near Eastside) to the area of St. Peter Hospital and Lilly. My quickest route is via Martin Way. Or, I can have a scenic ride on the Woodland and Chehalis Western trails, but adding time to my ride. I just rode the new bike corridor through my neighborhood to my job. On the way up the hill, it is steeper than 4th (at least a stretch is much steeper). It does allow me to come out by Bike Tech and transition onto Martin. But, the corridor itself is difficult to access from the other direction (heading West). It also takes me south if I want to get on the actual corridor route. It then takes me back North. I am not opposed to bike corridors, but a meaningful route will transition to other bike trails and lanes, not just take you from park to park. I also want to let you know that our neighborhood has a "Nextdoor" neighborhood web site. There has been intense discussion about increased crime, particularly from people who camp off the bike trail, and some who ride bikes through our neighborhood looking for . There is a great deal of frustration over the limited police coverage due to budget for police officers. The chatter has included talk about the city "wasting money" on bike corridors while the police don't have any funds for staff. If you want a positive view of your efforts, you will need to inform people about where the funds are coming from, especially if the money is not diverted from basic services. As a regular cyclist, I am all for improved routes for bicycles. But, I'd personally rather see bike improvement money spent on improving transitions from one bike lane to another, repairing the potholes on bike lanes, making sure that traffic signals change when bikes are at an intersection, and identification of bike lanes for motorists (like the streets painted green in Seattle where bike lanes are in traffic). Thanks for your consideration and efforts.</p>	Email
<p>Thanks for doing and please keep up the good work. Less winding around through the neighborhoods would be nice since it is extra mileage. I understand the traffic issue...maybe bikers could get their own lanes?? But let's get started so thanks again!</p>	Email
<p>What does this do for me? I'm underwhelmed.</p>	In person
<p>I hate sharrows. They're not real infrastructure</p>	In person
<p>I am LOVING the bike corridor crossing of Plum Street. Using it every time now. For the first time ever I passed the 40 mile mark in the BCC this year. :)</p>	Email
<p>Waste of money. Legion is fine, and it's better than crossing at 7th & Plum.</p>	In person

<p>Hello,</p> <p>First of all I'd like to thank you for making Olympia a more bike friendly city. I know this is very important to many community members, as it makes it safer and greener way to move around the city.</p> <p>My biggest comment is the directions of the stop signs on the hill going up to Lion's park. To make this bike corridor safer and more efficient for bikers the stop signs should stop the cars at most the less trafficked and quieter intersections. This allows bikers to move through the corridor faster and also discourages the use of the streets as thoroughfares for the cars. Ideally making the streets a more local access only. This would mean removing the stop signs on 5th Ave and placing them on opposing street in the intersections. Placing a stop sign on Boundary St for instance instead of the stop sign for bikers on 5th Ave at that intersection. There are a number of intersections through the hill on the east side that make is slower and more frustrating to use the bike corridor, especially because of losing momentum biking up the hill.</p> <p>That's not to say to remove all stop signs from the bike corridor, the signs for bikers especially on more trafficked intersections such as Eastside St and Plum St are crucial for the safety of bikers.</p> <p>The intersection of Plum is a little concerning to me. This may improve as people get used to the road, but there are a lot of people from out of town that use this route to get in and out of the city via I-5. Although Legion St is a little busier, this has been a widely used bike route for crossing Plum St to downtown as it has a traffic light that provides a safe route through the busy Plum St intersection. I would suggest routing the corridor through Legion St for the Plum St crossing and looking into a nice bike lane there and adjusting the traffic signal to recognize bikers.</p> <p>Please take this feedback in consideration. I am very excited to make Olympia a more bike friendly community and am looking forward to commenting on the proposed bike corridors as well. If you have any questions on my comments please reply or call me</p>	Email
Would like to be able to push button to activate RRFBs at 7th & Plum from bicycle	In person
...best 2016 City project in my humble opinion	Email
It's great. So glad it's right outside my front door. (Conversation at street-dependent drop-in center on 7th Ave)	In person
I really like it. It goes all over. I live in the Eastside n'hood, and I see people using it all the time. The signs and markings are really clear. Love the 7th & Plum changes, so excited it's in my n'hood. (Volunteer at outreach center)	In person
And, congratulations on the project. The bike corridor is going to be a great thing for Olympians, including many of our staff.	Email
I love the bike corridor! Whenever I head over to the eastside and remember that it's there and I can ride it, I do, and I love it! The signs and markings are so intuitive. I love the angled sharrows - they're so clear.	In person

Thank you for your work on the bike corridor - I love it!	Email
Congrats on this concept – a line in the comp plan becoming reality! Love the street signs. I was riding with my friend yesterday and the arterials sucked (noisy, polluted, a little scary), and the quiet streets were the best places to be. This is the right plan!	Email
It was a great event - many thanks for all the effort that required! The passport stops were fun, handled by cheerful, knowledgeable volunteers, and the finale with jazzy music by Artesian Rumble Arkestra plus sumptuous cupcakes, maps, bike lights and bubbles was a big treat. As a newcomer to Olympia, from the hills outside Rainier, the bike corridor will encourage me to bicycle downtown from the NE neighborhood where I now live. I just need to develop the uphill muscles for the return! Looking forward to additional corridors as they develop.	Email
Great job! Thank you look forward to future of biking in the city!	Comment card
Bike Corrals - Portland has these - take out a parking spot or two and put in bike parking	Comment card
I am distressed about stories of assaults on Chehalis Western. I was shoved off the trail by a developmentally disabled individual. I cracked my helmet in the fall. What can be done for individuals to feel safe?	Comment card
Nice route - esp. cross plum!	Passport*
VERY clearly marked - thanks. Fun event.	Passport
Such a wonderful project with more to come! Excellent signage & map. As a newbie to city biking this will help build my confidence and bike usage! Thank you! Also a great celebration at the opening...	Passport
Take out stopsigns - i.e. make cars stop where they intersect the route instead of bikes!	Passport
Excellent facility - glad to have the new route that's safer & lower stress. Looking forward to more and continued refinements	Passport
Great. Lacey-College & Yelm extend Woodland Trail east	Passport
It would be nice if the bike route didn't have stop signs or the cross streets were 4-way	Passport
Awesome!!!	Passport
Fun ride. Corridor from Madison to Reeves would be good for students.	Passport
The bicycle corridor project is the most progressive thing the C. O. O has done. Keep up the good work! THANK YOU!	Passport
Great!!! Do more!	Passport
Great! Now just to get people 2 use it!	
Love how it's all downhill	Passport
Good route bad tracks	Passport
Nice job. Let's do more!	Passport

*Note: "Passport" refers to the comment cards people filled out during the Bike Corridor pilot project kickoff event.

Good fun!	Passport
Great route & event. Thank you for hosting this. First class!	Passport
Great idea. Make More.	Passport
Thanks! Great progress!	Passport
Note on map by westside corridor: BRAVO!	Other
Note on map: Make N - S connection 1st (priority) & add EW connections later (north/south westside route circled)	Other
Note on map: possible corridor, pointing to Fir, Eskridge, and O'Farrell. Same handwriting also notes "off road bike park" in southwest corner of watershed park.	Other
Note on map: possible corridor, Middle St to Hoadly (in Tumwater) circled	Other
Note on map: bike escalator! 4th Ave west circled between lower roundabout and Percival	Other
Line drawn on map linking Thomas St to Elliot Ave	Other
Note on map at Eastside & Union: green bike box	Other
Arrows drawn on map over Eskridge, O'Farrell, Cain, 18th, Frederick, Beacon, Brown, 15th to Dayton to OWT	Other
Line drawn on map linking Henderson Park Dr to Hillside Dr with note: "Connector"	Other
Circle on map around connection from Lions Park to OWT with "Yes!" Also: "Mark this cut-through now."	Other
Note on map: bike escalator! Bigelow Ave circled between Puget and Quince	Other
Note on map: traffic calming needed, circles on 5th Ave at Boundary & Central	Other
Where would you like to go map: Cooper Point & Caton Way circled with "bike lane disappear at intersection"	Other
Where would you like to go map: Mottman bracketed with "awful"	Other
Where would you like to go map: Crosby & Mottman, Evergreen Park & Cooper Point, Mottman & Curtis	Other
Where would you like to go map: Cooper Point marked "terrible" from 20th to Evergreen Park	Other
Where would you like to go map: 24th & Capitol circled with note "drain on road needs fill/paving"	Other
Where would you like to go map: Black Lake from Capital Mall to Harrison marked with "not good."	Other
Where would you like to go map: Harrison from Division to upper RAB marked "too fast"	Other
Where would you like to go map: Washington from Corky to Olympia marked "poor pavement quality"	Other
Where would you like to go map: State & Jefferson marked "RR tracks danger!"	Other
Where would you like to go map: 3 Magnets building circled "3 Magnets building permit required covered bike racks! Never built!"	Other

Where would you like to go map: "Artesian Well too dangerous & feel intimidated to enjoy the well."	Other
Where would you like to go map: 26th circled from Gull Harbor to Lilly "many bikers/peds w/no sidewalk or shoulder - fast cars, access to bus stop @ friendly grove & 26th, need comfy access NE neighborhood to hospital area	Other
Where would you like to go map: Henderson circled between I-5 and 14th "foliage into shoulder"	Other
Where would you like to go map: Pacific Ave circled "no shoulder"	Other
Where would you like to go map: OWT circled "dangerous. Needs more police presence."	Other
"It kinda gives me a warm, fuzzy feeling being in the center of the median."	Phone call
Wonders why route doesn't go all the way downtown on 5th. Likes joining up with OWT from Union Pathway. Thinks pilot project can mesh well with future route to SF Bakery. "Yeah, I like it."	In person
"I love this! Build more!"	In person
Loves the corridor, uses it a lot	In person
Changed my route to get to DNR.	In person
I'm really appreciative of what the city is doing. Keep doing what you're doing. I'm very excited that I can get to work much easier now without fear of being mauled by big, burly fossil-burning vehicles.	Phone call
<p>Thank you! Thank you!</p> <p>As a bike rider who uses his bike, everyday, for his commute to work, I thank you from the bottom of my heart.</p> <p>I had to compete with big cars that were not always on the look out for me, though I am.</p> <p>I had to fight to stay on my bike, numerous times, after almost being run over.</p> <p>The idea that this city cares as much as it does to have a pilot project, that may turn into more projects for sharing the road, excites me and my friends, and my community.</p> <p>Thank you for having the courage to make this happen!</p> <p>Great shout out to Michelle Swanson, Steve Hall, the bike project team, the city council, Nathaniel Jones for his leadership and the rest of the council for supporting this.</p>	Email
Thank you again for taking the time to speak with me and to pass along these links. Our conversation made me feel a lot more enthusiastic about the Bike Corridor project. I'm glad to see such a high level of thought is being put into it. I look forward to seeing more of these pop up over the next few years.	Email
Would like to be able to push button to activate RRFBs at 7th & Plum from bicycle	In person

Thank you a whole lot for it! It's just delightful. I used to have to ride down 8th and wait for the light. It was different, harder, because I had to wait and there was a lot of turning traffic. Now it's just so smooth. I can't believe I can just sashay across Plum! Most of the time I come there's a break in the traffic and it works out that I don't have to wait at all. I like the way bikes are accommodated. I come down the eastside on the part near Ralph's. I'm just amazed to see the horrible part by the railroad tracks has been taken care of. I used to have to really squeal on the brakes there. Right on for helping us ride on! I wanted to give you some positive feedback.	Phone call
Love the new bike corridor! Especially the crossing of Plum.	
Thank you for the update in "Five Things." I am fully supportive of more bike corridors and I understand their purpose. When I looked at the possible future corridor map and zoomed in on the west side I notice there is no effort to connect downtown with the west side and TESC. I may be looking in the wrong place, but would nonetheless suggest an urgent need to provide such a link, thereby minimizing the need for bicyclists to ride on 5th Avenue (the westbound bike lane ends at the dam) or Harrison Hill. Again I fully support the bike corridor project but emphasize the need to prioritize a safer east-west bicycle route connection.	Email
A corridor to Evergreen college from downtown/near westside!	Email
I was delighted to see that there is possibility of a bike corridor along Fir/Forest Hill, but disappointed that it appears to end at Eskridge. Were it to continue along McCormick and use the existing cut thrus to Centerwood and then over to Carlyon and Henderson, we'd be encouraging more student use and creating the opportunity to address the dangerous bike/ped crossing at Eskridge. Why not? I'll comment via the survey as well.	Email
<p>I have been unable to access the recent survey on my iPad, my wife forwarded it to me as I was not on the distribution list. I often use the bike lanes on Capitol Blvd., 4th AV and State St. as well as the Chehalis-Western bike trail. The other day I was surprised to find a well-designated "Bike Corridor" running on 5th and 7th East-West. It puzzles me why an "official" bike corridor would exist on several blocks of a very steep and low-traffic section of residential road - especially since there is no bicyclist demand in such areas relative to the higher traffic less steep streets. Why put in a bike corridor where it is unlikely to be of much use? Certainly the other protected routes which I have used are welcomed and appreciated, and could, of course, use enhancement, especially when the bike lanes are narrow and/or end abruptly without detours down quieter streets.</p> <p>Thank you for this work which is truly valuable for our city, and deserves better planning to avoid these exceptional yet well-intentioned efforts.</p>	Email
<p>I live in NE Oly and do some bike commuting and also ride for fun and exercise. Here's my two cents:</p> <p>I would love to see a bike corridor crossing on East Bay Drive at Olympia Ave to facilitate travel between NE Oly and downtown without having to get on State Street.</p> <p>I also would love to see a bike corridor crossing on Eastside Street, across both State and Fourth. That would help facilitate bike travel between NE Oly and the area south of State and Fourth.</p>	Email

<p>I was just looking at the website after seeing a tweet about it. Thank you and congratulations on this project so far- it all helps. By help I mean it helps promote safe and healthy alternatives in transportation.</p> <p>I use both automobile and bicycle. The bicycle for pleasure and short errands, and the car for weekly grocery shopping and further distance travel.</p> <p>I live on the westside and use the proposed route that leads to Thomas St. I wonder if there is any way at the northern end of Thomas to connect over to Elliot or Division, otherwise, for riders going further north the Thomas corridor isn't of much use as a bicycle commute route.</p> <p>No need to reply to my email as I mainly wanted to say thank you for what you are doing, and make a suggestion for more corridors on the west side.</p>	Email
<p>Hi there, I'm a new Olympia resident and regular commuter to the downtown core from the SE part of Olympia. I read in the paper today that the city is seeking input from cyclists.</p> <p>Overall my commute is fantastic. I really like the bike maps and options available to bike commuters. I have two recommendations.</p> <p>First, part of my commute involves going across a round-about. I cross the one on Yelm Highway near 50th and Laura street SE. The motorists travel faster than the posted speed on a regular basis at this intersection and it is the part of my commute that feels the least safe. I wish there was a way to avoid round-about intersections or there was a better way to cross them.</p> <p>My second recommendation would be to create bicycle only corridors that are protected from motor vehicle traffic. I'm not talking about recreational paths but paths that have a designated lane for bikes with a protective barrier separating bikes from cars. Capital highway would be a great place to put such a corridor. It is a wide street that has heavy traffic. I'm thinking of a space similar to Amsterdam's bike planning.</p> <p>Olympia is perfect for biking, I only wish it was more safe in parts of the city with heavy traffic. Bikers are so exposed to motor traffic and it only takes an instant for tragedy to occur.</p> <p>Thanks for considering my comments.</p>	Email
<p>Need a safe way to get across Boulevard from the exit of the Woodland Trail if you are going north on Boulevard to the bike cut through on Union Avenue so I don't have to go north in the southbound bike lane.</p>	Open House
<ol style="list-style-type: none"> 1. Consider/remember to support connections to bus stops and transit stations. 2. Support proposed Washington/Franklin route and Fir Street routes (or at least improvements) for Southeast Olympia connections. Consider adding Eskridge or Govenor Stevens routes. 3. Overlay/coordinated planning with City of Tumwater and Lacey to support regional connectivity. 	Open House

Extend Olympia Avenue corridor to Percival Landing via Thurston Street	Open House
Add signal buttons right next to the bike crossing on 7th at Plum so you don't have to get off your bike to trigger a signal.	Open House
Stating the obvious I know: the lost link at Capitol East Campus is a frustration. My compromise is to ride on the Capitol Way sidewalk and I'm ardently opposed to cyclists on sidewalks so feel uncomfortable about it every time I ride. Maybe someday we'll find a solution to work with the State to remedy.	Open House
1. No Bike Corridors on major arterials downtown. Bike buffered/protected Tracks YES, Corridors NO. 2. Put new Bike Corridors in neighborhoods or lower intensity streets.	Open House
I'm excited about ALL of it!!!	Open House
Bike routes from neighborhoods to schools, e.g., from 22nd along Fir and Forest Hill crossing Eskridge (w/intersection improvements @ Forest Hill, Eskridge & McCormick) onto McCormick and using the existing paved connectors to Centerwood and ??? L&R (L to Cain and WMS) (R to crossing on Henderson to Carlyon).	Open House
1. I would suggest focusing on N/S routes on Washington & Chestnut leading to Farmers Market. 2. Put signal at Olympia and Plum in conjunction with NE side routes. 3. Place advisory signs on bike routes saying 15 mph max speed, like sign on Bowman.	Open House
We need more attention to bicycle lanes and protected bicycle facilities. Bicycle corridors should come AFTER.	Open House
Capitol Way bridge is a bottleneck for N/W travel. Pursue RR row from downtown tracks to Brewery in Tumwater - Jan (BPAC)	Open House
1. Concern about someone's line on website map showing biking on Moore Street path. 2. Washington in South Capitol is nice, but can stop signs be reversed? 3. Capitol Way bridge needs a fix - some type of buffer or protection. 4. Need more buffering in general.	Open House
Getting bikes off busy polluted streets is great!	Open House
A route to connect the SE neighborhood to downtown.	Open House
If Washington SE (South Cap Neighborhood) is to be a bike corridor, it should be stop-sign free. Washington Street from/through downtown and north to Farmers Market; this is a terrible bicycle route. Traffic, busses, car doors opening in front of you. Lots of out-of-town drivers focused on finding their way, not thinking about bicycles and pedestrians.	Open House
I LOVE the new 7th Ave Bicycle Corridor - it was a great idea. Unfortunately, where 7th crosses Jefferson, there are train tracks that are a major hazard to cross. It would be great if there is a way to fill in the gaps between the actual track and the road."	BCC Feedback

I think that instead of the new "bike corridor" which is pretty much just the same streets with a few signs added, that an entire lane should be dedicated to bikes east/west to cross town. You can go in a nearly straight line from the east side to the Westside mall on lower-car-traffic streets and we should make it bike-able!	BCC Feedback
I took the new bicycle corridor down 7th starting at eastside to work. I work at capitol and 7th. It was great. Except it sort of stops at 7th and Jefferson. then restarts after 7th and Jefferson. requiring me to jump a curb on 7th. it would be better if the two sections of the 7th avenue bike corridor were connected. Thanks! (ed. Maybe a sign would help? "More improvements coming soon" or something like that.)	BCC Feedback
I thought this was funny: my first trip down the new bike corridor, I had someone open their car door, I had to slam on my brakes, someone pulled out of their driveway without looking, I had to slam on my brakes, and finally someone sped past me so they could turn right, I had to slam on my brakes. Are the residents of that street being educated about car/bike safety?	BCC Feedback
Bike corridor has too many stop signs – can't get going good	BCC Feedback
Bike corridor – remove stop signs.	BCC Feedback
Bike corridor needs a path next to three magnet's brewery for access to Franklin St	BCC Feedback
Bike corridor needs less stop signs	BCC Feedback