

Notes on Bike Corridor Route Priorities May 9, 2017

| Priority | Route | Features | Rationale/Timing notes |
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| 1 | Complete Pilot Project | <ul style="list-style-type: none"> • Make bulb-outs at Plum & 7th and 5th & Eastside permanent • Re-do pavement markings with more durable material • Add traffic calming to 5th Ave between Eastside & Pear | <ul style="list-style-type: none"> • Project has been successful; people want it to be permanent |
| 2 | Southeast to Downtown Route <i>Sylvester Park to Olympia Woodland Trail (OWT)</i> | <ul style="list-style-type: none"> • 14 blocks • Crossing of Union at Cherry • Includes crossing improvement to link I-5 Trail to OWT at Eastside Street | <ul style="list-style-type: none"> • Connects to pilot project • Opens up route for SE neighborhood to connect into downtown using trail • Consistent with emphasis of Downtown Strategy (get people downtown) • Sets stage for proposed Washington Street bike facility to Farmers Market, which will be a high-comfort facility • Optimizes Fairview Pathway connection to OWT • Union & Cherry crossing also valuable for pedestrians • Access to lots of worksites and public institutions |
| 3 | Westside Route <i>NW Thomas St to Decatur Pathway</i> | <ul style="list-style-type: none"> • 34 blocks • Crossing of Harrison at Perry St signal • Pathway needed in Woodruff Park • 4 treatments at jogs in route | <ul style="list-style-type: none"> • Need to build pathway at north end of Woodruff Park; can be done independent of park improvements • Connects to Decatur St. Pathway • Balances east and west parts of the City |
| 4 | Capitol Campus to Wildwood Center Route | <ul style="list-style-type: none"> • 13 blocks • Assumes high-comfort facility on Capitol Way bridge over I-5 | <ul style="list-style-type: none"> • Assumes high-comfort facility across bridge; this will take some design work • A few blocks of improvements and addressing the existing barrier of the I-5 Bridge opens up access to Wildwood and Carlyon neighborhoods • Requested by neighborhood groups |
| | Lions Park to OWT | <ul style="list-style-type: none"> • 6 blocks • Crossing island in Boulevard @ I-5 Trail | <ul style="list-style-type: none"> • Connects pilot project to OWT & I-5 Trail |
| | NE Route Tullis to Reeves | <ul style="list-style-type: none"> • 18 blocks • Speed control in one location | <ul style="list-style-type: none"> • Should be coordinated with Prospect route |

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| | Prospect/Olympia Ave/Fir /Quince | <ul style="list-style-type: none"> • 18 blocks • 2 locations of speed control • Crossing improvements at State and @ 4th | <ul style="list-style-type: none"> • Coordinate with timing of crossing improvement at Olympia and East Bay |
| | NW neigh to Westside route | <ul style="list-style-type: none"> • 8 blocks | <ul style="list-style-type: none"> • Potentially wait until isthmus improvements more defined; isthmus is barrier in high-comfort network |
| | SW neigh to Westside route | <ul style="list-style-type: none"> • 12 blocks | <ul style="list-style-type: none"> • Potentially wait until isthmus improvements more defined; isthmus is barrier in high-comfort network |