

WEST BAY PARK MASTER PLAN DESIGN PRINCIPLES DISCUSSION

Public Meeting #2 • Olympia City Hall

January 17, 2018 • 6-8 p.m.

Alternative #1

- Prefers 1 or 2
- Problem going along West Bay – concerned about how much space and construction time it would waste
- West Bay is already problematic with two hills north and south
- Concern about “sketchiness”, i.e. safety, below bridge and possible slope route on #3
- Space would need to be well lit with lots of police safety to make it work
- Concern with #3 – low visibility on steep hill
- West Bay Drive not a happy commute for all/any modes of transportation
- Over water = happy for people and fish
- Bikes lanes for more confident bikers – newbies appreciate a dedicated, off-street trail
- Option 1 & 2 cuts out the hill
- Not a shortcut for 30 MPH bikers, but for everyone. Shared use for everyone. Seniors, strollers, etc.
- Serious bikers will take the hill
- Serious bikers would take it if heading north on West Bay.
- This might generate more businesses
- Transition point between path and road important. Clear entrance and not too crazy slope is important.
- Also – rough transition from beautiful path to road. Continue bike lanes through to Tugboat Annie’s.
- Good visible covered bike parking important
- Shared shelter and bike parking good.
- Enough parking for senior neighbors important. Also for boat folks.
- Hose to wash off kayaks – bonus!
- Outfalls on 4th and Brawn & Harrison – can the project treat them through daylighting at end/retention, settling ponds
- Prefers #1 and #2 waterfront trail – close to water and land follows natural curve of the land.
- #1 unique overwater experience not found in any other Olympia space, water both sides.
- Again, serious bikers already have access to West Bay.
- On-grade extension would become part of Capital Lake circle walk.
- Liked road initially to tie 7 Oars into traffic flow
- Moving the path to West Bay Drive will leave the space feeling less like a park.
- Tumwater/State interpretive center can be a good case study for under the bridge access – same sense of isolation, how do they keep crime down?
- Trail/boardwalk piles extendable/add on design for sea level rise adaptation

Alternative #2

- Why no thought about connecting to 7 Oars? Makes sense to connect to it.
- There are homeless encampments in out-of-sight areas. More people commuting through will discourage unwanted uses
- What's "flushing?" Why is it important?
- I like this one best. It's the best balance between restoration and habitat. I like re-using the rail embankment, we could re-use the rails to retain the history of the area. #1 has no connection to the past, long trestles like that are too much like utility infrastructure. I love this estuary idea, it's a nice compromise, you can be engaged in both (?). I hate the trail on West Bay idea – it doesn't connect the park to the city. It's not a mixed-use trail; it's a 12-foot sidewalk. The underpasses should be well-lit. I've seen light art.
- The boardwalk really supports bikes & peds, but the bike/ped mix is really a problem. Bikes don't go slow. This is a beautiful opportunity to use this as a transportation corridor into downtown. This is a long-term investment. No one likes walking on West Bay. 12 feet is too tight for bikes & peds. In Vancouver, they're widening an existing bike/ped trail. Lighting is important.
- I like alternatives 1 and 2. I like the islands, they give an added element. Do they enhance habitat? (Yes.) Will the trail still be open at night? If so, then you need lighting under the bridge for safety. I like #1. With the restroom, have a hose so people can wash off their kayaks. You need to keep cyclists from scaring grandmas (walking). I much prefer anything away from West Bay Drive – it's scary. I like the estuarine areas and boat amenities.
- Alt 1 is my fave because it's better for habitat, although I do like the island in Alt 2. Concerned that people won't ride under 4th Ave Bridge because of history of encampments. People will remember that and not feel safe there. Any alignment should have trails connecting to the neighborhood so people can walk straight down from neighborhood and access the park. I assume there will be social trails, so why not pre-empt them? This could be a great solution to the lack of low-stress bike routes into downtown from the westside. I'm pretty excited! Biking/walking over open water is so cool!
- His grownup said he liked this alternative best.
- He likes #1.

Alternative #3

- How to connect Garfield Creek area to West Olympia (stairs?, trail?)
- Concern – speed for cyclists
- Look at Stonearch Bridge in MNPLS
- Sightlines in ROW and Brawn need thoughts
- Need crossing improvements at creek
- No skate park in north park
- Vegetation management for views – prioritize salt march
- Lighting under bridges on #1 and #2
- Positive response to daylighting south stem into lagoon – even if less habitat value
- Single conversation as feedback for meeting

Alternative #4 and #5

- How does new trail interface with E-W bike facility?
- How much elevation change discourages people from using a trail?
- Would prefer to be away from cars and exhaust (as runner and biker) as long as surface is safe
- Will be used by commuters
- Prefer trail down on railroad – can walk on West Bay Drive now
- Better habitat is important
- Is there a trade-off between birds and fish habitat?
- Is any design worse for salmon relative to hunting seals (seals seeking meals)?
- Like the fresh marsh in #5
- 7 Oars should be attached to this project (may be path to shore?)
- 7 Oars nice but not used properly
- No strong feeling on trail alignment
- Along water, users more slow – not suited for community
- To walk downtown along the water would be great
- Like the trail along water for families, slower, recreational “low stress”
- Walking over water is special, a draw for people
- Riding bike on Olympic and West Bay not nice place to be anyway and too steep
- Trail on road would isolate the park
- Love fresh marsh
- Traffic stuck on West Bay Drive – likely to increase – would need to slow
- Busy street
- View point for sunrise on the street
- Prefer alignment on railroad grade
- Glass walkway surface
- Lighting needed under the bridge if trail there
- Hose at restroom to rinse boats
- If boardwalk over water, make sure surface is quiet
- “If I can get downtown without going through the roundabouts, I’m the happiest person in the world.”

Misc. Comments

- Rotary wants to support
- RCO – what funding is available? If we include a play area would it be more eligible for funding?
- Logging trucks use West Bay Drive
- Loud on West Bay Drive – avoid; heavy traffic
- Brawne intersection – very dangerous
- Want safe trail
- Alt 3 – not interested in SW corner of site –out of site because of curve
- Love over water trail part
- Love estuarine habitat - #3 – nice – less forest habitat, but riparian good
- Prefer open lagoon – no island, straight trail, ADA!

- Enter park at Brawne, typically for walks
- South Sound Heritage Foundation – include industrial interpretation in park
- Prefer #2 with islands, like overwater walk, views across to Percival, don't want to remove whole berm, like diversity of experience, landing islands are nice
- West Olympia Rotary wants to help fund picnic shelter, maybe not fund restroom
- North park enhancement #1 – shelter better location; multi-use picnic and gathering; activity near bike parking; open for fair use, not monopolized
- Alternative #1 new cyclists, young and old prefer lower trail alignment
- Steep to get up to West Bay Drive for cyclists and back down also, only for experienced cyclists
- Alternative #2 encampments – need lighting; more eyes on illegal use good, need bike connection to downtown; liked variation of islands
- Want “low stress” bike/ped trail
- Connect to 7 Oars Park