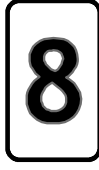


# Washington State Capitol Campus, Capitol Lake

Bicycle and Pedestrian Pathways



- Trail, Shared Use, Existing
  - Trail, Shared Use, Planned
  - Trail, Shared Use, Proposed
  - Route, On Street, Planned
  - Trail, Recreational, Existing
  - Trail, Recreational, Potential
  - Featured Trail on Map
- Existing Bike Routes**
- Bike Lane
  - Wide Shoulder
- Other Features**
- Commonly Used Local Roads
  - Bicycle/Pedestrian Connection
  - Bicycles Forbidden
  - Active Railroad
  - Local Streets
  - Roundabouts
  - Public Restrooms
  - Parks, Preserves, and Open Space



**Disclaimer**  
 This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to the accuracy or fitness of the information for a particular purpose.



## Washington State Capitol Campus, Capitol Lake: Bicycle and Pedestrian Facilities

**Deschutes Parkway Sidewalk and Bicycle Lanes, Length:** 1.8 miles

**Heritage Park Arc of Statehood Pathway, Length:** 0.9 miles

**Heritage Park Hillside Trail, Length:** 0.5 miles

**Capitol Lake Interpretive Center Trails, Length:** 0.8 miles

**Types of Facilities:** Bicycle Lanes, Sidewalks, Running Paths, Recreational Trails and Shared-Use Trail

**Lead Agency:** Washington State Department of General Administration

**Partners:** The cities of Olympia and Tumwater, Washington State Department of Transportation (WSDOT)

**Description:** Capitol Lake is a popular destination for people walking and bicycling for recreation and fitness during all seasons of the year. From early dawn to late dusk, people circumnavigate the lake along the Deschutes Parkway, the Heritage Park “Arc of Statehood” pathway, the Heritage Park Hillside Trail, and the Capitol Lake Interpretive Center Trails. Although not technically shared-use paths, many function as such. These facilities are managed by the Washington State Department of General Administration. As future planned and proposed trails become a reality, the Capitol Lake facilities will become a major hub for up to six regionally significant trails. All trails could lead to Capitol Lake and enhance the significance of Heritage Park.

**Cost Estimates:** \$1.1 million for construction of an over-water non-motorized bypass around southern end of the 5<sup>th</sup> Avenue Bridge Dam

**Connections and Destinations:** Future West Bay Park and Trail, Heritage Park and the Heritage Park Fountain, Marathon Park, Capitol Campus, downtown Olympia, Percival Landing, City of Tumwater Pioneer Park, Proposed Percival Canyon Trail, Proposed Downtown Olympia Trail, future Deschutes Valley Trail, future Woodland Trail, and proposed Capitol to Capitol Trail Route.

### Conditions and Recommendations:

*(Recommendations are in bold)*

- ① Deschutes Parkway/5<sup>th</sup> Avenue Convergence - The current pedestrian crossing island and narrow sidewalk just west of the Capitol Lake Dam on Deschutes Parkway are not suitable for long term trail use and the demand that will be generated by future adjoining trail facilities, particularly the West Bay Trail. The *Capitol Lake Adaptive Management Plan* (2002) identified an over-water non-motorized bypass around the southern end of the dam that could alleviate this transportation bottleneck at the cost estimate of \$1.1 million. The Department of General Administration requested funding in the 2007 legislative session, but it was not approved. **Efforts to continue seeking construction funds for this facility are recommended.**

- ② **Heritage Park - Trail stakeholders should consider the construction of a pronounced trail kiosk or large ceramic sign illustrating the existing and proposed regional trail connectivity around Capitol Lake at Heritage Park. The Capitol Campus Design Advisory Committee would review the design and the Department of General Administration would oversee the construction of this kiosk when appropriate.**
- ③ **Marathon Park – The current configuration of the driveway entrance to Marathon Park, from Deschutes Parkway, does not provide sufficient non-motorized connectivity between the park and Deschutes Parkway. Bicyclists and people dependent on wheel chairs would benefit from more direct sidewalk and bicycle links into the park entrance. General Administration should consider adding an additional curbcut at the eastern end of the parking area to provide direct access to the pedestrian bridge path.**
- ④ **Future Shared-use Trail Connections – Trail stakeholders should coordinate planning and design efforts with the Department of General Administration to provide safe and seamless connections with all future trail junctions that will interface with Capitol Lake facilities.**
- ⑤ **Capitol Lake Interpretive Center – The Department of General Administration should explore the feasibility of developing a shared-use trail connection between the Deschutes Parkway and an existing recreation path at the south end of the Interpretive Center Trail just north of the I-5 Bridge berm.**



Heritage Park Arc of Statehood Trail: People can be seen walking, running and bicycling around Capitol Lake almost every day of the year. Photo by Paul Brewster.