

The Olympia Waterfront Route



1 Miles
0.5
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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.



The Olympia Waterfront Route

East Bay Drive Length: 1.4 miles

Port of Olympia East Bay Promenade (Trail) Length: 1.1 miles

Marine Drive and Market Street Length: 0.9 miles

Percival Landing Length: 0.6 miles

5th Avenue Length: 0.7 miles

West Bay Trail Length: 1.5 miles

Total Length: 6.2 miles

Type of Facility: Shared-Use and Recreational Trails, Bike Lanes, and Sidewalks, Existing and Proposed

Partners: City of Olympia and Port of Olympia

Description: This route is a collection of multiple on-street facilities, recreational shared-use trails, boardwalks, and pedestrian thoroughfares. Most of the facilities comprising this route already exist, but they are not designated by the City of Olympia or the Port of Olympia as a collective system that could create a walkable and bicycle friendly shoreline route around portions of Olympia's and the Port Peninsula's shoreline. The collective designation of these East Bay, Port Peninsula, and West Bay facilities would create a 6.2 mile near shore route connecting Priest Point Park with the Port of Olympia's East Bay Promenade (Trail), Percival Landing, and the future West Bay Park. This route would offer waterfront views of Budd Inlet, the Olympic Mountain Range, the Capitol Dome, marine wildlife, and boats and harbors. Multiple retail, recreation, restaurant, and commercial destinations are presently accessible via this route.

Cost Estimate: No cost estimates have been developed for designating, signing, and enhancing this route.

Connections and Destinations: Downtown Olympia, West Bay Park and Trail, Capitol Lake and Heritage Park and Fountain, Percival Landing, the Port Peninsula, the Port Plaza, the Olympia Farmer's Market, North Point, Swantown Marina and Boatworks, East Bay Waterfront Park, East Bay Drive Viewpoint/Overlook Park, Priest Point Park, Olympia neighborhoods, and numerous commercial, retail, recreation, and restaurant destinations.

Policy Considerations:

The designation and way point signing of this route would enhance the peninsula's unique sense of place and promote more accessible opportunities for public water front access, recreation and physical activity, and non-motorized travel. Future Port of Olympia and City of Olympia developments are proposed within the Port of Olympia properties. Among these include the City of Olympia's preferred site for a new City Hall, the Children's Hands On Museum, and Swantown Marina's M, N, and O dock expansion project. **As future development and redevelopment opportunities arise around this route, the City of Olympia and the Port of Olympia should consider the overall integrity and seamlessness of this collection of facilities to serve as a designated recreation corridor.**

Conditions and Recommendations:

(Recommendations are in bold)

- ① East Bay Drive from Priest Point Park to the East Bay Waterfront Park – East Bay Drive currently accommodates bicycle and pedestrian travel with bicycle lanes and sidewalks in both the north and south direction of this corridor. An East Bay viewpoint/overlook on East Bay Drive offers visitors shoreline views and benches to rest. The City of Olympia should consider the placement of trailhead kiosks within Priest Point Park and East Bay Drive overlook facilities to illustrate the waterfront route and its major destinations to park visitors.
- ② East Bay Promenade (Trail) from East Bay Waterfront Park to Boatworks vicinity - A varying width compact gravel pedestrian pathway currently exists along this stretch of the East Bay shoreline. For safety reasons, Swantown Boatworks staff must temporarily close the pathway during boat lift operations. **The Port of Olympia should consider installing warning signs at the north and south sections of trail approaching the Swantown Boatworks boat launch to warn trail users of potential temporary trail closures and illustrate a detour route.** For trail users looking for a detour around Boatworks, a connection exists just south of Boatworks and connects to the sidewalk and a bicycle lane on Market Street. The Port of Olympia also plans to install a path or sidewalk from the promenade to the intersection of Marine Drive and Market Street. The proposed alignment is illustrated on the map. The City of Olympia plans to add bicycle lanes on Marine Drive between East Bay Drive and Boatworks.

- ③ Boatworks vicinity to the boat ramp at the north end of Swantown Marina – A varying width pedestrian pathway currently exists along this stretch of the East Bay shoreline. The pathway is accessible from Marine Drive, East Bay Waterfront Park, and Swantown Marina. The surface is constructed of various materials: compact crushed gravel, concrete pavers, stamped textured concrete, asphalt, and concrete sidewalk. The Port of Olympia’s Port Peninsula Landscape Development Plan proposes several unique gardens and landscape features that will be distributed along the shoreline. Although the route may be used by cyclists, cyclists should be aware of pedestrians and people carrying boating supplies and materials near the marina. Cyclists should yield to pedestrians. **The Port of Olympia should consider installing one or more trailhead kiosks within the Swantown Marina to illustrate the shoreline route and its major destinations to users/visitors, and define acceptable trail uses.** From the boat ramp/Olympia Rowing Boat House to North Point – The Port of Olympia plans to continue the trail northwest to North Point along the shoreline north of the Cascade Pole Reclamation Site and tie into the existing sidewalk at the north end of the parking near the shoreline on Marine Drive.
- ④ North Point to the Olympia Farmer’s Market – The route would continue south along Marine Drive. At present, Marine Drive has bicycle lanes, and sidewalks exist along most of the northbound travel lane. Future development along the east side of Marine Drive will complete the missing segments of sidewalk (the current gravel pathways are walkable). The Port of Olympia does not plan to construct sidewalks along the western side of Marine Drive as the adjacent land use serves industrial purposes. From Marine Drive, the route would proceed southwest along Market Street - which provides both continuous sidewalks and bicycle lanes.
- ⑤ Market Street/Capitol Way Roundabout – A sidewalk from the westernmost splitter island of the roundabout offers pedestrians a direct thoroughfare to Percival Landing. Cyclists may be better served to dismount on the sidewalk or ride through the parking lot to avoid potential collisions with pedestrians.
- ⑥ Percival Landing from the Port Plaza to 4th Avenue – The route would continue south along the waterfront on Percival Landing. Cyclists should avoid riding on Percival Landing when pedestrian traffic is moderate to heavy, especially during seasonal community events. **The City of Olympia’s future**

replacement and upgrades to Percival Landing should consider the accommodation of slow speed bicycle travel – this could provide direct access to destinations like the Farmer’s Market for less experienced cyclists desiring to use this route. The City should also consider installing one or more kiosks within Percival Landing to illustrate the alignment of the route and its major destinations to visitors.

- ⑦ Percival Landing to 5th Avenue – Every intersection on 4th Avenue between Water Street and the base of the 4th Avenue Bridge is either signalized or provides a designated crosswalk. The crossing at the eastern end of the 4th Avenue Bridge provides a refuge island with flashing in-pavement lights. This crossing provides the most direct access across 4th Avenue from the southwest terminus of Percival Landing. **The City of Olympia should maintain some form of designated non-motorized thoroughfare between 4th and 5th Avenues for any future redevelopment of the property with the former Thurston County Public Health building – the alignment of this potential thoroughfare is shown on the map.**
- ⑧ 5th Avenue and Yashiro Street – Trail users could cross 5th Avenue at the infrared activated crosswalk near Yashiro Street. Trail users could proceed west along the 5th Avenue sidewalk or the Arc of Statehood Trail in Heritage Park. Access to the West Bay Trail would be facilitated at the existing pedestrian refuge island crossing near the intersection of 5th Avenue and Deschutes Parkway.
- ⑨ 5th Avenue Bridge/West Bay Trail Entrance – The City of Olympia plans to construct the West Bay Trail in the future. This trail will provide public access to the western shore of West Bay and access to the West Bay Park from Capitol Lake. See the West Bay Trail, Map 7, for more details.