GARFIELD TRAIL TO BRAWNE AVE. INTERSECTION

EAST SIDE OF THE STREET:
- This area is part of the frontage for the proposed West Bay Park.
- This area has a great potential for panoramic views of downtown Olympia; benches are recommended.
- To keep the bicycle network continuous, the bicycle lanes will remain next to the vehicle travel lanes.
- To preserve flexibility for future park design, sidewalks can be either at street level or down slope slightly.
- Sidewalks will be a minimum of 6 feet wide. Below grade option –
- The landscape strip will be a minimum of 8 horizontal feet. Maximum separation will be no more than 40 feet.
- To provide safety for pedestrians a handrail will be required if there is a retaining wall (drop off) next to the sidewalk, or if the slope is greater than a 2:1 (horizontal to vertical) grade.
- For safety, a guardrail will be required on the backside or curb side of the bicycle lane if the slope is steeper than a 4:1 (horizontal to vertical) grade to the sidewalk.
- If the sidewalk is built at street level retaining walls will likely be needed. In order to minimize the height of the retaining walls, there are three recommended variations on street improvements, which all relate to the width of the landscape strip. The optimum is to keep the retaining walls 3-eyes or less in height because this is the threshold where retaining walls begin to require more structured engineering.
  - A) Flat slope – retaining wall less than 3-feet – 8-foot landscape strip between the 6-foot sidewalk and bicycle lane. Pocket parking is not recommended in this section.
  - B) Moderate slope – retaining wall approximately 3-feet – no separate landscape strip but 10-foot sidewalk with landscaping.
  - C) Steep slope – retaining wall greater than 3-feet – no landscape or pocket parking strip.

WEST SIDE OF THE STREET:
- This area is both developed and steep, therefore no widening is recommended on the West side of the street. (Widening in this area would make the steep driveways much steeper and possibly unusable.)
- To give residents other options for parking for guests and during inclement weather, pocket parking is recommended for the area just north of where the existing sidewalk ends today. In this area it is possible to get bicycle lanes and parking without building high retaining walls or impacting any existing businesses or residences. Parking on Sherman Street is also available.
- If this area does redevelop, the potential for planter strips should be evaluated with similar criteria as those in the “West side of the street – North of Brawne Avenue” section.

BRAWNE AVE. INTERSECTION:
- A left turn lane is recommended for the Brawne Avenue intersection.
- South of the intersection, install a left turn lane to facilitate vehicle flow.
- North of the intersection, install a pedestrian crossing island.