

Kirk Robinson 1-16-07 email comments re design for bicycle circulation at ferry terminal

Generally, there are four (five?) access/egress points for bicycle traffic to/from the ferry:

Ferncliff Drive Bicyclists that use Ferncliff generally wend their way through any number of parking lots to get to/from the ferry. This route generally serves the NE side of the Island.

Highway 305 Quite a few come south on 305 to get to the ferry as there is a fairly wide shoulder. The occasional backup at the Winslow Way signal can be an issue at times. There are some that brave 305 north exiting the ferry terminal area. I expect that number will increase once the ped/bike bridge over the ravine is built and the short stretch of bike path and/or break down lane between Vineyard Lane and the new Jersey Barriers. This route serves off-island riders as well as some on the north end.

Winslow Way/Erickson For those who live on the NW side of the Island. Issue here is getting to Erickson. Many ride up the wrong side of Olympic Drive to turn left on Winslow Way. A very dangerous situation.

Winslow Way/Grow For those who live on the South end of the Island. Same issues as Winslow Way/Erickson.

Waterfront Trail This route is underused due to the difficulty in getting to the trail (the up/down/up issue). I expect that if done right, a great number of bicycles and pedestrians would use this route, particularly those headed towards And depending on if/how the Winslow Way/Erickson intersection is redone, this route might draw a number of the EricksonAve riders, depending on the route to Bjune.

My sense is we need to commit to the following considerations in terms of bicycle circulation:

A defined route to/from Ferncliff Not knowing what the design of the terminal area will be in that area, it is tough to offer ideas, but a separated route through this area would be ideal (particularly not mixing with the buses or the "kiss and ride" elements of the design.

Effective routes to and through the 305/Winslow Way

intersection This would address the bicyclists that ride north on 305 and the bicyclists that turn left into Winslow. Could we use "Sharrows" to define bicycle lanes within traffic lanes on Olympic Drive – or do we need separate bike lanes?

Waterfront Trail This is the biggest opportunity for improved bicycle and pedestrian access/egress to/from Winslow and areas south and west. The route must run to the south of the holding area and contour in to the existing trail (next to condos). The route should leave the holding area at the point the dock meets the upland and gradually descend to the Waterfront Trail. This route immediately separates bicycles and pedestrians from all other traffic and can serve as major entrance to the downtown area and as route to bypass Winslow Way (for bicycles).