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Thurston Regional Trails Plan

December 2007

TRPC

Thurston Regional Planning Council

THURSTON REGIONAL PLANNING COUNCIL (TRPC) is a 21-member intergovernmental board made up of local governmental jurisdictions within Thurston County, plus the Confederated Tribes of the Chehalis Reservation and the Nisqually Indian Tribe. The Council was established in 1967 under RCW 36.70.060, which authorized creation of regional planning councils.

TRPC's mission is to **“Provide Visionary Leadership on Regional Plans, Policies, and Issues.”** The primary functions of TRPC are to develop regional plans and policies for **transportation** [as the federally recognized Metropolitan Planning Organization (MPO) and state recognized Regional Transportation Planning Organization (RTPO)], **growth management, environmental quality**, and other topics determined by the Council; provide **data and analysis to support local and regional decision making**; act as a **“convener”** to build **community consensus** on regional issues through information and citizen involvement; build intergovernmental consensus on regional plans, policies, and issues, and advocate local implementation; and provide **planning, historic preservation, and technical services** on a contractual basis.

This report was prepared as part of the Thurston Regional Planning Council's 2007 regional work program.

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Executive Summary

Background

The 2025 Thurston Regional Transportation Plan: Guiding our future (Thurston Regional Planning Council, 2004), promotes a transportation system that provides multiple travel options for its users. It acknowledges the variety of choices and values that people make about how and when we travel. The Thurston Regional Transportation Plan (RTP) includes policies that promote non-motorized transportation:

“Invest in a regional network of contiguous and connected north-south and east-west dedicated corridors to serve as the backbone of the non-motorized system.” (Policy 11.c)

As a step forward in supporting this policy, the Thurston Regional Planning Council (TRPC) and the Transportation Policy Board (TPB) recommended the development of a Regional Trails Strategy. This Regional Trails Plan is a first response toward planning the region’s Non-Motorized Backbone.

The average trip distance for all trip types throughout Thurston County is 5.4 miles. *Source: TRPC 2005 Travel Demand Model*

The Regional Trails Plan defines a trail network blueprint and a set of guidelines and recommendations for all of Thurston County and its cities, towns and communities. The Goals and Policies section of this plan is consistent with the *Regional Transportation Plan* and serves to link local trail planning efforts within the broader context of planning the regional transportation network. The plan charts a systematic path creating interconnected corridors that improve access to community destinations. The plan is both practical and imaginative. It describes conditions and challenges and explores possibilities and potential. Part of this network is well developed and planned, whereas other segments are only proposed. This plan identifies 29 trail segments totaling 145 linear miles. Fifty-seven miles are currently open to the public. Some planned segments will be constructed in the near future. The remaining proposed and potential trail segments are not unattainable, just unexplored.

This plan does not define the end state or a final solution, but rather builds on the momentum of past and current planning efforts. It establishes a waypoint and a planning framework that accommodates flexibility and expansion. The plan invites all local governments, Tribes, federal and state agencies, and stakeholders to coordinate trails planning in the Thurston Region.



The population of Thurston County will grow by 57% between 2007 and 2030. Planning for trails today serves the residents of the future. Photo by Paul Brewster.

Why Plan for Trails?

889 Bicycle Commuter Contest registrants rode a total of 68,634 miles in May, 2006.

1002 Bicycle Commuters registered for the 2007 Bicycle Commuter Contest. *Source: Intercity Transit*

In 2007, Thurston County and its towns, cities, and rural communities has a total population of 237,399. In 2030 the number of residents in this region will rise by 57 percent, approximately 373,000 people will call this area their home. These additional residents will generate demands for housing and schools, and community, business, and transportation services. These additional public and private services will require more intensive land use development, and as a result more people will be traveling within the region. Planning for future non-motorized transportation facilities today makes as much sense as planning for future roads.



When Walking Beats Driving: Congestion on Harrison Avenue 30 minutes prior to the Procession of the Species. Photo by Paul Brewster.

In the Thurston Region in 2007, the automobile is undeniably the predominant mode of transportation. Our driveways lead to local streets, collectors, arterials, and highways. Bridges, interchanges, overpasses, and parking lots almost guarantee a vehicle owner can drive from home to just about any destination in the continental United States. Travel choice is influenced by our income level, physical ability, the weather, individual values - but most importantly by the infrastructure available to support our choices. Our built environment guides not only how we travel, but how we live. People do not always want to drive to every destination. Many shorter distance trips

can be made by walking or riding a bicycle. However, those travel choices are less likely to occur without the infrastructure to safely accommodate non-motorized travel. Bicyclists and pedestrians require the same types of connectivity and hierarchy of networked facilities as motorists. The transportation system needs to accommodate these users with sidewalks, neighborhood connections, bicycle lanes, pathways, and multipurpose trails.

3.5% of commuters bicycle or walk to work in Thurston County. The number of walking and cycling commuters grew by 38.7% between 1990 and 2000. *Source: Census Transportation Planning Package (CTPP 2000)*

People's travel by foot or bike translates into fewer cars on the road, less parked vehicles, and less air and noise pollution. Non-motorized travel is also a form of recreation and physical activity. People choose to commute by bicycle when they can because it is accessible, affordable, non-polluting, and because it is good for their health. People who frequently exercise relieve stress and physically feel better. People who can fulfill transportation needs by human power may feel even better because they derive great personal satisfaction from simplifying their lives (McKibben, 2007).

Recommended Acceptance of this Plan

This is an advisory plan and includes recommendations for local agencies to consider when developing their trail projects. TRPC encourages all tribal and local governments within Thurston County to coordinate trail planning and the construction of trail facilities with the same spirit and effectiveness that the local transportation partners exhibit for streets and roads that cross municipal boundaries. Consistency between city, county, and regional plans is critical to coordinate effective trail planning. Thurston Regional Planning Council recommends that all local and state governments that are responsible for trail management or development within Thurston County:

- 1. Accept and use the Regional Trails Plan as a guide.** The Regional Trails Plan provides a reference for how each local agency's trails connect to the regional trail network.
- 2. Incorporate the recommendations of this plan into local trail planning documents and development processes.** The plan identifies leaders and recommends tasks, but the success of building the network relies on the collective and coordinated efforts of all local agencies.
- 3. Adopt the goals, policies and maps of this plan into comprehensive and/or parks and recreation plans or modify existing local policies for regional consistency.** The inclusion of the proposed trails in local plans gives jurisdictions the ability to prioritize trail development, and partner with developers to share the costs of providing this public infrastructure.
- 4. Where appropriate, adopt trail construction projects into local Transportation Improvement Programs (TIPs) once feasibility studies are complete and cost estimates are known.** Local agencies should devote resources to conducting feasibility studies to survey planned and proposed alignments and determine cost estimates. Including trail projects in TIPs and the Regional Transportation Plan expands funding opportunities for federal funding and prioritizes trails with other regionally significant transportation projects.

Trails and Trips: Definition and Function

Trail Definition

It is important to clarify the type of trails referred to in this plan to avoid confusion with other types of trail facilities like nature trails, water/canoe paths, and back country trails. This plan focuses on shared-use trails, also known as urban trails, multipurpose trails, shared use paths, bikeways,

There are over 4,431 miles of railbanked trail corridors in the United States. *Source: Rails to Trails Conservancy*

greenways, rail trails, non-motorized paths or Class I bike paths. Shared-use trails are unique from the other forms of trails excluded from this plan because they are integral to the transportation network. Shared-use trails are typically 8 to 12 feet wide, paved, and signed similar to roadways. These trails are referred to as “multi-use” because they serve both recreation and transportation uses and serve multiple types of non-motorized mobility devices. Because these facilities interface with public transportation networks, they must meet engineering standards to protect trail users and travelers using other modes on adjacent facilities (see Appendix D for Washington State laws regarding trails and paths). The following published definitions provided by the Washington State Department of Transportation (WSDOT) and the American Association of State Highway and Transportation Officials (AASHTO) offer generalized criteria for the trails identified in this plan:

5.6% of all trips in Thurston County are made by bicycle or walking. *Source: TRPC 1999 Household travel survey*

Shared Use or Multi-Use Path. A facility physically separated from motorized vehicular traffic within the highway right-of-way (ROW) or on an exclusive ROW with minimal crossflow by motor vehicles. It is designed and built primarily for use by bicycles, but is also used by pedestrians, joggers, skaters, wheelchair users (both non-motorized and motorized), equestrians, and other non-motorized users (WSDOT, 2006); and

Shared Use Path. Generally, shared use paths should be used to serve corridors not served by streets and highways or where wide utility or former railroad ROW exists, permitting such facilities to be constructed away from the influence of parallel streets (AASHTO, 1999).

Trails are not a substitute for sidewalks and bike lanes on urban and suburban streets or wide shoulders on rural county roads. Portions of the on-street network are identified in this plan because these facilities provide segments that are crucial connectors for closing gaps in the proposed Thurston Regional Trail Network. Shared-use trails are complementary transportation facilities that provide users respite from the higher auto volume collector and arterial roads. They could be thought of as high capacity bikeways and walkways, but they are designed to serve a variety of trail uses, not high speed bicycle travel. Supported uses on shared-use trails include such activities as: walking, jogging and running, bicycling, skating, cross country skiing, and nature viewing.

About 55% of Thurston County adults who live ‘within city limits’ used a park near their home 1 or more times during the past month. *Source: 2005 Healthy Community Environments Survey. Prepared by Thurston County Public Health & Social Services Department*

Trail Trips

People have a need to travel for a variety of reasons, and trails are legitimate and functional facilities that offer quality transportation choices. Trails also serve as public open-space corridors. There are neighborhoods throughout Thurston County where people may not feel safe walking because their

local roads lack sidewalks, bicycle lanes, or wide shoulders. Because trails separate non-motorized travelers from motor vehicles, trail users are more likely to experience a higher level of comfort and safety on a trail than they do from their neighborhood streets. With good design, trails can facilitate uninterrupted connections to a variety of community destinations through sidewalks, bike lanes, transit routes and stops, and trailheads that also serve the driving public.

Trails enable a great variety of trip purposes, including utility and recreation. These trips are not that different than the kinds of trips most households make by car. Utility trips are practical and support activities of daily living like commuting to work, traveling to school, and going to the bank or the grocery store. Recreation includes almost every other kind of trip and includes both leisure and fitness trip purposes. Trails allow people to travel in a variety of modes including walking, jogging or running, skating, horseback riding, cross-country skiing, and bicycling. Indeed, recreational trips are the predominant form of trail use, but they are no less significant than utilitarian trips.

Trails Promote Public Health

Recreation trips serve fitness and leisure activities. People simply enjoy being outdoors and being physically active. Physical activity comes in many forms and health departments at all levels of government recognize that trails support a great variety of physical activities at a low cost to the user. Trails also provide facilities that help meet Active Living by Design goals. The Centers for Disease Control and Prevention (CDC) recognizes the opportunities trails provide for increasing physical activity. The CDC developed a *Trails for Health Initiative* to promote trail use as a means for increasing physical activity and making it an integral part of community life. This initiative supports the Department of Health and Human Services' STEPS to a HealthierUS (CDC, www.cdc.gov/nccdphp/dnpa). Thurston County Public Health and Social Services Department is an active partner in the STEPS to a HealthierUS program. So whether one is using a trail for recreation and fitness or using the trail for a utility trip, it is good for their health.

Regular physical activity promotes health by exercising muscles and the cardiovascular system, improving flexibility, and strengthening joints. Physical activity also aids digestion by promoting peristalsis, or the movement of food through the digestive tract. Increasing one's physical activity can reduce the risk of developing several diseases that lead to premature death and disability including obesity, cardiovascular disease, high blood pressure, type 2 diabetes, and possibly colon and breast cancer (CDC, 2003). Increased physical activity can counteract the effects of depression and anxiety, increase

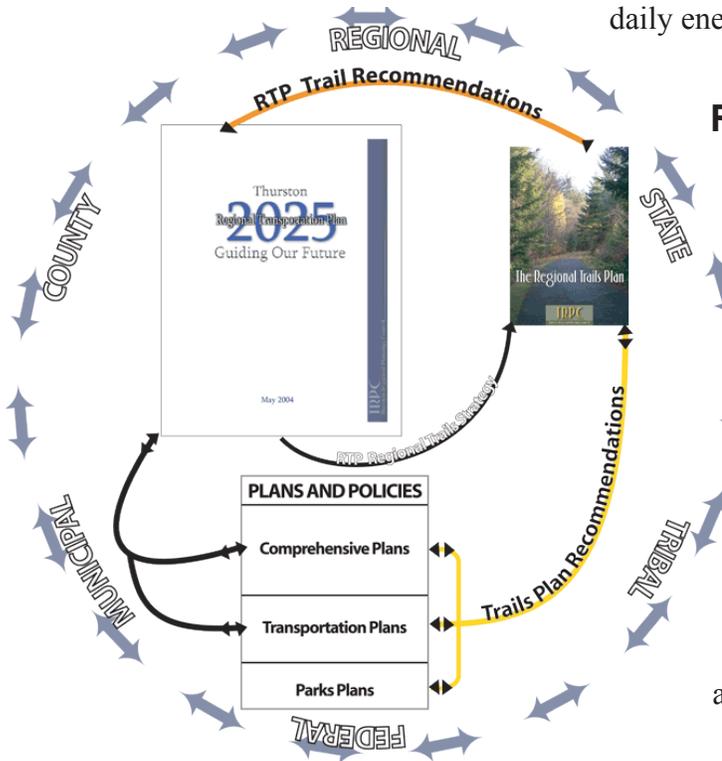
About 45% of all county adults who live 'within city limits' used a walking or bike trail near their home 1 or more times during the past month. *Source: 2005 Healthy Community Environments Survey. Prepared by Thurston County Public Health & Social Services Department*



Shared-use trails support a variety of uses. Horseback riding on the John Wayne Pioneer Trail. Photo courtesy of Patti Seldal.

"Hitting the nation's many trails and pathways is a great way for all Americans to have fun and, at the same time, get some valuable exercise." – *Julie L. Gerberding, MD, MPH, Director, Centers for Disease Control and Prevention U.S. Department of Health and Human Services*

daily energy levels, and lead to weight loss.



Roles and Relationship to other Plans

The Regional Trails Plan is interdependent with other plans and serves to inform the Thurston Regional Transportation Plan (RTP), local governments’ comprehensive plans, and the Washington State Bicycle and Pedestrian Plan. Where the Regional Trails Plan offers a broad view of the region’s trail network, the local agencies provide greater details and site specific plans that are beyond the scope of this regional planning document. As local agencies update their comprehensive plans, the Trails Plan and TRPC’s RTP will evaluate the changes and incorporate them into the regional plans where appropriate (figure 1).

Figure 1: Planning Relationships **Next Steps**

The region is determined to continue to invest in the development of the Thurston Regional Trail Network. Trails are well used and appeal to a variety of people. They are used by the young and the elderly. They are used by physically fit runners and cyclists and by people looking to improve their health. Policy makers, doctors, parents, schools, and friends of trails should all promote trail use as a means to travel and exercise. Trails promote quality of life and community livability by:

- Providing transportation choice and offering access to community destinations.
- Conserving energy and reducing green house gas emissions.
- Providing recreation opportunities by linking parks and open spaces.
- Providing people with facilities to become more physically active.
- Maintaining biodiversity through greenway habitat conservation.

“Let’s work together to get America moving on both legs and on two wheels, and have a good time while we do it!”

FEDERICO PENA
Secretary of Transportation, 1994

Introduction

A Brief History of Trails – Past to Present

Before Cars, Natural History and the first inhabitants

The South Puget Sound landscape was shaped by the retreating ice sheet of the last major ice age of the Pleistocene era that ended about 10,000 years ago. The melting glaciers left large swaths of shallow gravel deposits that over time inhibited the spread of coniferous forests into parts of the South Puget Sound Country. These deposits led to the formation of prairies around present day Fort Lewis, the cities of Yelm, Rainier and Tenino, and the Grand Mound and Rochester communities. These prairie landscapes made travel on foot more accessible than traveling through the dense forest (Kruckeberg, 1991). Although water was the preferred method of travel for the native peoples, trails were a necessity in the South Puget Sound area. Salish Indian groups known today as the Nisqually, Squaxin, and Chehalis foraged for camus bulbs, fished the Sound and area rivers, and hunted in the prairies and upland forests for game. Land trails were important to the economic and social intercourse for the Thurston Region's earlier human inhabitants (Kruckeberg, 1991 and Gunther, 1988).

The Pioneers

As American pioneers of European descent settled into the South Puget Sound area, they also used the existing trails for transportation. Later, logging operations, saw mills, and other industries brought a demand for rail service. The Northern Pacific Railroad reached Tenino in 1872. William Buckley, Samuel Colter, and J. B. David selected a site for a railroad depot and named it Bucoda after their own names. In 1873 the railroad ran through Yelm. In 1907 the Milwaukee Road Railroad extended its rails from Tacoma through McKenna, into Maytown, south to Centralia, and then west to Grays Harbor. In the 1920s, a logging operation began at Vail in the south County and a new railroad known as the Chehalis Western Railroad opened and provided rail service between Vail and Henderson Inlet. The Chehalis Western Railroad shipped logs from Vail to the Sound from 1926 to the mid 1980s.

Before the automobile became the dominant form of transportation, people traveled primarily by foot, waterways, trains, horseback or drawn cart, and during the late 19th and early 20th century, the bicycle. The automobile had not caught on yet, and several citizens appeared to recognize the value of bicycle travel. Historical archives indicate that there was an organized effort to develop a regional system of bicycle paths during this period. On April 21, 1899, the *Washington Standard* published the following story:



Hewitt Ashley Bicycle Shop in Tumwater, circa 1900. Courtesy of the Henderson House Museum, City of Tumwater. Copyright, use is restricted.

The Thurston County Bicycle Path Association met at the Owl club rooms Saturday evening, and adopted measures for immediate improvement of the paths throughout the county. To promote concert of action the following gentlemen were appointed supervisors to superintend the construction of paths in the several districts; John Bush, at Bush Prairie; Fred Albee, South Union; Seth Jennings, Tumwater; Peter McKenzie, Mud Bay; James Durgin, Nisqually; George Langridge, Jr., South Bay, Cal. Stull, Little Rock; Wm. Warner, Tenino, and Henry Mize at Bucoda. A committee was appointed to look after the entertainment of our city's guests on Dewey Day, consisting of Lee Malleur, L. B. Faulkner, Sam'l Percival, Chas. Hewitt and R. G. Shore.

The citizens were earnest in their efforts to finance their bicycle paths. On May 26, 1899 the *Washington Standard* published the following news:

The citizen's committee appointed to solicit subscriptions for construction of the bicycle path to Little Rock, succeeded in raising \$300 the first day, and there is no doubt but that a couple of hundred dollars more will be added to it, which, with the amount pledged by residents of Little Rock, and the bicycle organization will be ample to construct a first-class path the whole distance.

No historical evidence was available to research the outcome or fate of the bicycle paths in Thurston County. However, over a short period of time, travel with combustion powered vehicles became very popular. It is possible that these bicycle paths were usurped by the more popular motor vehicle.

Recent Planning History

In 1977, the Thurston County Parks Department developed the *Thurston County Comprehensive Bike Plan*. This plan recognized bicycle travel for both its transportation and recreational benefits. The plan proposed a bicycle network of 125 miles of bike lanes and wide shoulders, but no trails were included. Cost estimates for constructing and maintaining this network was estimated at \$645,390. In 1987, the Thurston Regional Planning Council (TRPC) developed the *Thurston Metropolitan Area Bicycle Plan*. It identified 14 miles of Class I Trail: the present day Chehalis Western Trail north of Martin Way, the I-5 Bicycle Trail, the Evergreen Parkway Trail and a one-half mile segment of trail through the Tumwater Deschutes Valley. This plan also recommended the cities of Lacey, Olympia, and Tumwater, and Thurston County consider the institution of a bicycle licensing program.

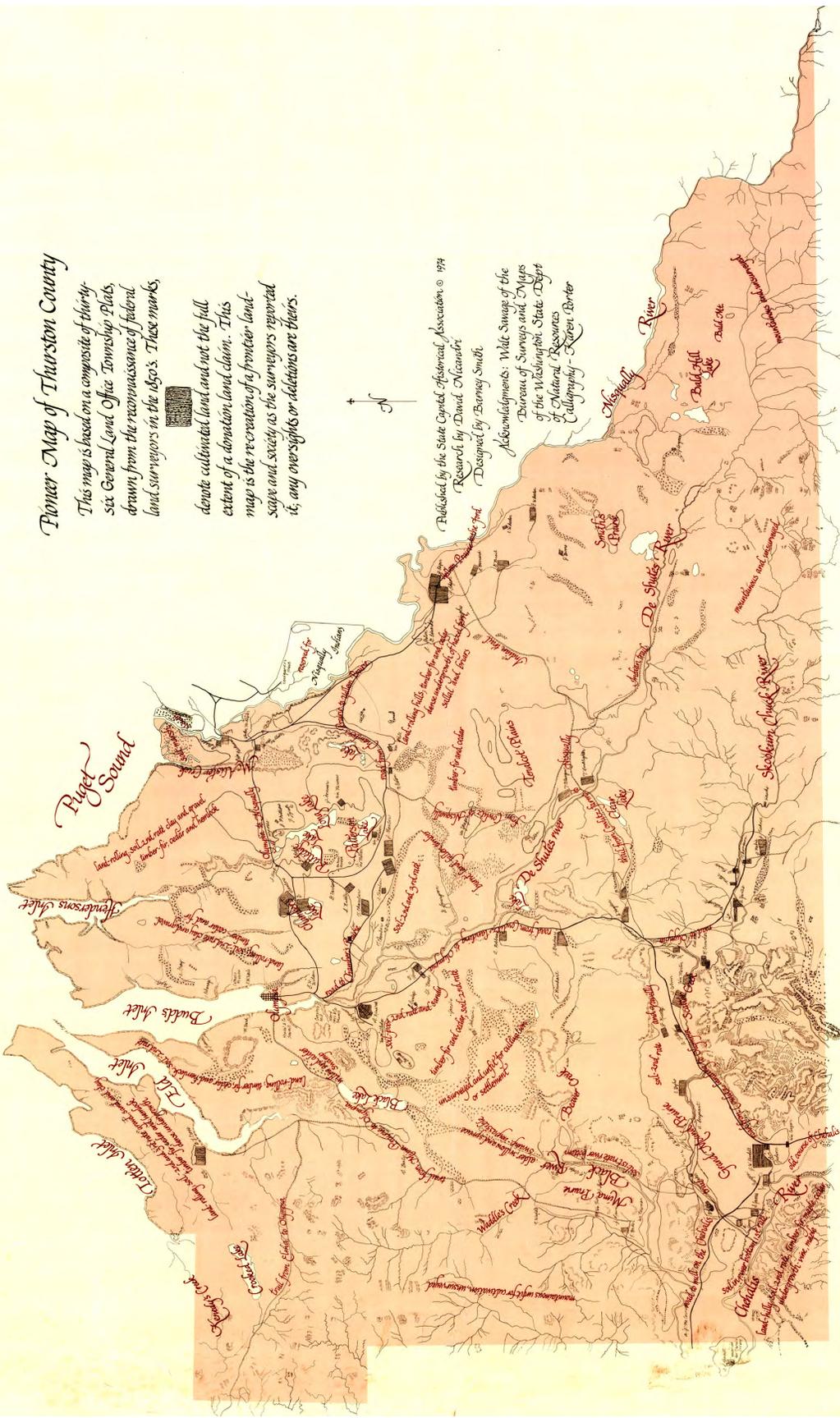
Pioneer Historic Map

Pioneer Map of Thurston County

This map is based on a composite of thirty-six General Land Office Township Plats drawn from the reconnaissance of federal land surveyors in the 1850s. These marks



denote cultivated land and not the full extent of a donation land claim. This map is the recreation of a frontier land-scape and society as the surveyors reported it; any oversights or detours are theirs.



Published by the State Capitol Historical Association, 1974

The Dawn of Rail Trails

In the mid 1980s, rail service was on the decline and a national trend of railroad abandonment was occurring across the United States. In 1990, TRPC developed *The Railroad Right-of-Way Strategy* which evaluated the viability of rail corridors for their continued operations, service, and their feasibility as trail corridors. This strategy tasked local agencies to secure the acquisition of abandoned railroad right-of-way (ROW) to secure these corridors for interim trail use through Section 8(d) National Trails System Act. The *1993 Urban Trails Plan*, produced by TRPC, was the Region's first comprehensive shared-use trail planning effort. This plan focused on the greater metropolitan areas of the cities of Lacey, Olympia, and Tumwater. It identified nearly 78 miles of shared use trails in the Thurston Region.

Since 1993, the Region has seen significant shared use trail development activity. Access along the I-5 Bicycle Trail was improved with the construction of the Sleater Kinney Tunnel. Thurston County and Washington State Department of Natural Resources constructed the Chehalis Western Trail. The County acquired and constructed the Yelm-Tenino Trail, and acquired the abandoned Gate-Belmore railroad corridor. The McLane School Forest Trail was built. The cities of Lacey and Olympia acquired and began construction of portions of the Woodland Trail.

Bridging the Gap

In 2001, the Transportation Policy Board (TPB) identified the acquisition of additional ROW to connect the Chehalis Western Trail across Martin Way, I-5, and Pacific Avenue as a regional priority. TRPC awarded \$500,000 in federal Surface Transportation Program (STP) funds towards this project on two separate occasions; first in 2001 and again in 2004.



Breaking Ground on the Bridging the Gap Project. L to R: Councilmember Pete Kmet, City of Tumwater; Thurston County Commissioner Cathy Wolfe; former State Representative Sandra Romero; Councilmembers Doug Mah and Laura Ware, City of Olympia; former Secretary of Transportation, Douglas MacDonald; Congressman Brian Baird; Mayor Virgil Clarkson, City of Lacey. Photo by Thera Black.

“Bridging the Gap” became a regional priority and former state Representative Sandra Romero helped to secure \$2.1 million to construct the bridge across I-5. In 2006, Congressman Brian Baird was instrumental in allocating \$4.1 million in federal funds through the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Local, regional, state, federal, and private stakeholder's efforts led to the opening of the first of three bridges on President's Day, Monday, February 19, 2007.

The Regional Trails Plan

The momentum from the Bridging the Gap Project and other trail development activities demanded a more regional and collaborative approach to trails planning. TRPC and the Transportation Policy Board (TPB) recommended the development of a Regional Trails Strategy in the *2025 Regional Transportation Plan*.

This plan identifies the next steps in continuing past efforts and aligning current efforts. Unlike previous plans however, the *Regional Trails Plan* considers all of Thurston County and its cities, towns, tribes, and communities in the planning area. It also looks beyond Thurston County's borders to seek connections with other regional trail systems.

The Regional Trails Planning Process

Trails planning is an interdisciplinary, multi-jurisdictional, and public endeavor. The contents of this plan reflect the variety of perspectives and issues that the stakeholders of the planning process expressed and desired. All local municipal and tribal governments were invited to participate in this plan's development process. TRPC staff facilitated the Regional Trails Plan development process at the direction of the Transportation Policy Board. Two committees actively participated in the development of this plan, the Technical Advisory Committee (TAC) and a Regional Citizen Trails Advisory Committee (RCTAC). Both committees provided input on a variety of trail topics including trail connectivity, trail uses, design, safety and security, and operations and maintenance. Efforts were also made to contact neighboring counties to coordinate trails planning across county jurisdictions. TRPC staff also conducted public outreach during the planning process to community trail user groups.

Technical Advisory Committee (TAC)

The TAC is an advisory body to the Transportation Policy Board. The TAC convenes on an as needed basis to discuss regional transportation issues that are primarily technical in nature. In addition to providing recommendations to the TPB, the TAC is a forum that provides transportation managers and engineers the opportunity to exchange information and ideas between jurisdictions. It is made up of local and state government staff from public works and transportation departments of Thurston County, the cities of Lacey, Olympia, Tumwater, and Yelm, and Intercity Transit and the Washington State Department of Transportation (WSDOT) Highways and Local Programs Division, Olympic Region.

Parks departments typically manage trails, but public works departments often design and construct the projects. Because of the interdisciplinary requirements of trails planning, the TAC was augmented by non-transportation

staff for the development of this plan. The following agencies were involved during this process: City of Olympia Parks, Arts, and Recreation Department, City of Lacey Parks Department, Thurston County Parks and Recreation Department, Thurston County Public Health and Social Services Department, WSDOT Olympic Region Roadside and Site Development Office, Washington State Department of Natural Resources Pacific Cascade Region - Recreation and Natural Areas, The Evergreen State College Facilities Services, and Puget Sound and Pacific Railroad. Representatives from the Lacey Fire District, City of Olympia Fire Department, Tumwater Fire Department, and the City of Olympia Police Department joined the TAC for one meeting to discuss trail safety and security issues and provide their recommendations.

Regional Citizens' Trails Advisory Committee (RCTAC)

The RCTAC was formed to serve as a temporary citizen advisory committee to the TPB for the development of a Regional Trails Plan. The committee was composed of 16 community trail users from throughout Thurston County. They included hikers, dog walkers, bicyclists, equestrians, and parents. Outreach for this committee was conducted by Climate Solutions as part of a related non-motorized Multi-Modal Access Transportation Study. The RCTAC provided a voice for trail users who provided input and recommendations based on their personal experiences using shared use trails. Their participation was voluntary and the term of their appointment was to expire with the adoption of this plan. Their ideas are collectively included in this plan's recommendations.

Public Outreach

Thurston Regional Planning Council (TRPC) staff conducted public outreach throughout the development of this plan. Staff presented an overview of the Regional Trails Plan and solicited input from the following organizations or committees: Woodland Trail Greenway Association, Olympia Bicycle and Pedestrian Advisory Committee, Wanderer's Hiking Club of Olympia, Capitol Volkssport Club, and the For Evergreen Council's Pierce County Trail Conference. TRPC staff also participated in Thurston County's First Annual Trails Day Event in May 2006.

Trail Route Selection Methodology

A considerable effort was employed to plan the proposed trail network. TRPC staff solicited data from all of the local agencies through the members of the TAC. Working maps were developed using TRPC's Geographic Information System (GIS). Multiple map iterations were created by combining several thematic features like land use zoning, buildable lands data, municipal boundaries, parks and open spaces, schools, roads, rivers, wetlands, steep slopes, railroads, utility ROW, and existing bicycle facilities and trails. TRPC

staff digitized proposed trail networks gleaned from local comprehensive plans, parks plans, and the proposed trails from the *1993 Urban Trails Plan*. Additional trails data was sought from the surrounding counties and Regional Transportation Planning Organizations to explore inter-county connectivity, but little data was available.

The TAC and the Regional Citizens Trails Advisory Committee spent several meetings reviewing available data. Trail corridors were selected for their ability to link to important destinations and their ability to close the gaps in the system. Many trails which were originally included in the *1993 Urban Trails Plan* were disregarded because they have or will be developed as on-street facilities. Although existing and future on-street bicycle facilities were referenced for overall system connectivity, the identification of new bicycle facilities was only considered where they provided critical connections to the regional trail network. Each proposed corridor was evaluated for its connectivity to destinations, environmental impacts, and ROW acquisition requirements. In addition, committee members identified planning issues and recommendations which are included in the narratives that accompany each of the trail maps in Chapter 3, Conditions and Recommendations.

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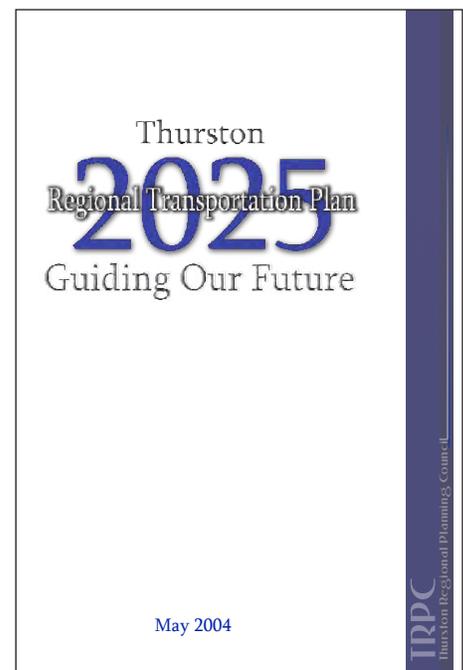
Goals and Policies

2025 Regional Transportation Plan Guiding Principals and Goals and Policies

The *Thurston Regional Trails Plan* identifies the trail component of the region's non-motorized multimodal transportation network and describes a planning process for developing this trail system. The intent and implementation of this plan is more effective when its relationship to the *2025 Regional Transportation Plan* (RTP) is understood. The Trails Plan is influenced by the Guiding Principles and Goals and Policies found in the RTP.

The RTP's Guiding Principles direct local and regional short- and long-range transportation planning goals. They are common planning values and considerations that apply to urban, suburban, and rural communities. These guiding principles promote the planning and development of a transportation system that offers safe, efficient, affordable travel choices for people and goods, while supporting land use plans and long-term quality of life objectives, and transportation decisions and investments. The Guiding Principles are supportive, responsive, fiscally responsible, safety conscious, environmentally sensitive, and collaborative.

The RTP's Guiding Principles shape the regional trail network's Vision and influence the region's Goals and Policies for planning and developing the regional trail network. Eight major policies from the 2025 RTP that influence this plan are included here to link the relationship of *Thurston Regional Trails Plan* to the RTP. These policies also highlight the role trails fill as part of the region's multimodal transportation network. These policies also dispel a common misconception that trails only serve the recreating public.



The RTP's Guiding Principles shape the regional trail network's Vision and influence the region's Goals and Policies for planning and developing the regional trail network.

Selected Goals and Policies from the 2025 Regional Transportation Plan That Guide and Promote Regional Trail Planning and Development

Policy 1.a	Commit to the development and implementation of land use plans, development patterns and design standards that encourage non-motorized travel and use of mass transit, yet recognize the unique needs of the urban, suburban and rural communities in Thurston County.
Policy 2.a	Provide for quality transportation choices appropriate to existing and future land uses, including walking, biking, public transportation, rail, and motor vehicles.
Policy 2.c	Invest in individual travel modes in ways that meet mode-specific needs while contributing to the overall development of a seamless multimodal transportation system.
Policy 6.b	Improve access to public transportation, ridesharing, bicycling, and walking.
Policy 9.b	Encourage new regional connections for cross-town or cross-region travel that provide more direct routes and reduce vehicle miles traveled, where those connections do not promote sprawl or otherwise undermine adopted land use plans
Policy 11.a	Develop a continuous, safe, and convenient regional bicycle network that functions as an integral part of the overall transportation system.
Policy 11.c	Invest in a regional network of contiguous and connected north-south and east-west dedicated corridors to serve as the backbone of the non-motorized system.
Policy 12.a	Provide a direct, safe, interconnected pedestrian network that supports existing and desired land uses.

Regional Trail Planning Vision and Goals and Policies

The creation of the *Thurston Regional Trail Plan's* Goals and Policies, although influenced by the RTP, were also formed by regional policy makers and members of the Regional Citizens Trails Advisory Committee. In addition, this region's local agencies' parks and recreation plans and comprehensive plans offered support that led to the development of the Vision and Goals and Policies of this plan.

The six policy elements in this plan serve to:

1. Promote trail connectivity and functionality
2. Address trail user safety and maintain trail corridor security
3. Ensure consistency between trail use and land use
4. Promote intergovernmental coordination and trail system integrity
5. Protect and maintain trail investments
6. Promote public health

Regional Trail Network Vision

The Regional Trails Plan envisions a trail network that is accessible, expandable, and effectively connected with on-street facilities to connect all of the communities of Thurston County. The network will serve to provide safe and enjoyable non-motorized recreation and travel options for its users.

Goals and Policies

1. Multi-Use Path Connectivity and Functionality

Goal: Build a functional regional network of contiguous and connected north-south and east-west off-street shared-use trail corridors that will serve as the backbone of the non-motorized transportation system.

Policies:

1.1 Provide connected and direct routes that join communities and provide access to neighborhoods, schools, employment sites, parks, open spaces, and public and commercial services.

1.2 Acquire all railroad right-of-way (ROW) through Public Use Condition under 49 U.S.C 10906 and Interim Trail Use under Section 8(d) National Trails System Act in the event any railroad company files a Letter of Intent to Abandon with Surface Transportation Board.

1.3 Promote trails as public non-motorized transportation corridors for the purposes of commuting and promoting recreation.

1.4 Design and construct trailheads at locations that maximize the visibility of trails in order to increase the traveling public's awareness of the existence of trails.

1.5 Work toward providing a multi-modal transportation system that ensures mobility and access to trails for all residents, particularly those without access or the ability to drive a car.

1.6 Provide seamless connectivity between the trail network, sidewalks, bike lanes and other transportation facilities including transit centers and park and ride lots.

1.7 Design trails for use and accessibility for trail users of all levels of experience and ability, and provide benches for trail users to rest.



The Olympia Woodland Trail Trailhead not only offers great amenities for trail users, but is also a place to meet other people. Photo by Stacey Brewster.

1.8 Design trail widths to accommodate future capacity demands for more popular trail segments or highly used trail junctions.

1.9 Design trails and associated facilities to accommodate varying modes including walking, running, bicycling, skating, and equestrian use where feasible.

1.10 Design all shared-use trails (Class 1) to meet the Americans with Disability Act (ADA) standards and guidelines to ensure trails are accessible to people with physical and sensory disabilities.

1.11 Provide frequent on- and off-trail wayfinding signage and mile post markers to orient users to destinations, distances, and junctions.

1.12 Utilize public and private railroad ROW, utility easements and easements from new development, valleys, streams, and other corridors as much as possible for creating new trails or creating connections between existing trails.

2. Trail System Safety and Security

Goal: Promote the safety and security of all who use, operate, and maintain the trail system.

Policies:



The occasional appearances of police officers on trails can promote trail users' perceived level of safety.

Source: www.pedbikeimages.org / Dan Burden

2.1 Use a combination of education, enforcement, design features, maintenance, and investments in infrastructure to mitigate existing hazards and avoid potential hazards.

2.2 Use Crime Prevention through Environmental Design (CPTED) principles to define useable spaces physically or symbolically to control access to property.

2.3 Coordinate a consistent mile post marker system region-wide for all trails so that users may readily identify their location to emergency responders.

2.4 Encourage collaboration between public works, parks, police, and fire departments for trail access, response, command, and control of emergency situations.

2.5 Foster a culture of trail civility and promote trail use through brochures, maps, kiosks, interpretive signs, and trail manager sponsored programs like Thurston County's Trail Days, the Bicycle Commuter Contest, and events like childrens' bicycle rodeos and handheld Global Positioning System (GPS) scavenger hunts (geo-caching).

3. Transportation and Land Use Consistency

Goal: Ensure that development and implementation of land use plans, development patterns, and design standards support trail development and non-motorized transportation.

Policies:

3.1 Ensure that future development along existing and proposed trail corridors supports mobility and accessibility for public trail users.

3.2 Foster public/private opportunities that promote trail use and identify compatible economic development opportunities associated with trail use such as tourism and orientation and access to businesses from trail access points and trail heads.

3.3 Build trails in an environmentally sensitive manner that protects water resources and the habitat of native wildlife while balancing the needs of the public for trail corridors that must traverse critical areas.

4. Intergovernmental Coordination and Trail System Integrity

Goal: Ensure that trail design, development, and programs function seamlessly across community borders and between regions.

4.1 Foster collaboration between the jurisdictions, tribes, and transportation providers for the planning, financing, and development of trail facilities.

4.2 Create an interdisciplinary approach to trail planning by capitalizing on the combined expertise of transportation, parks, public health, and public safety officials.

4.2 Commit to uniform trail design standards for signage, bollards, gates, and associated trail facilities.

4.3 Use TRPC as a regional forum for the exchange of ideas, information, and issues among local jurisdictions and tribal, state, and federal transportation authorities; to facilitate informed, reasoned decision-making processes.

5. Trail Maintenance, Repair, and Community Stewardship

Goal: Protect trail investments that have already been made and keep overall life-cycle costs as low as possible.

Policies:

5.1 Ensure trails planning consider life-cycle costs of maintaining trail infrastructure including pavement, bridges, and tunnels in perpetuity.

5.2 Manage and control the spread of noxious and invasive weeds within trail ROW.

5.3 Use native plant species as much as possible, where practical, and landscape with low maintenance, non-invasive plant species that will thrive within any given trail segment's environmental conditions.

5.4 Seek opportunities for inter-departmental or inter-jurisdictional maintenance agreements to distribute the long-term cost trail maintenance.

5.5 Use preventive maintenance programs like site visits and checklists to maximize the life-cycle of existing facilities.

5.6 Ensure trail resurfacing materials and repair work is compatible with all permissible trail modes.

5.7 Promote the development of and foster on-going programs to involve public participation and community group participation in trails maintenance programs and stewardship.

6. Health Promotion

Goal: Increase community and individual awareness that trails are safe, affordable, fun, and attractive places for physical activity.

Policies:

6.1 Advance the visibility of trails, trailheads and access points through on-street and neighborhood way finding signs, distribution of bicycle maps and parks and recreation maps and guides throughout the community, posting information on local government agency websites, and through health fairs and outdoor public events.

6.2 Explore opportunities to implement permanent or temporary mini-interpretive-fitness stations within trail corridors to diversify physical activities, provide exercise tips, and provide trail users convenient off-the-path spaces for stretching and performing calisthenics.

6.3 Foster dialog between local public health officials and local health practitioners to find effective means to educate health consumers about the location and availability of trail facilities and their proximity to recreational and other destinations associated with activities of daily living.

Conditions and Recommendations

The primary objective of this plan is to define the Thurston Regional Trail Network and the opportunities and challenges associated with its development. This section of the plan includes information on existing conditions and ongoing planning efforts. It also includes recommendations and tasks for current and future trail managers. Most of the municipal governments in Thurston County have identified trail projects and have goals and policies in their comprehensive plans that strongly support the development of shared-use trails. This plan attempts to encapsulate and summarize all of the jurisdictions' ongoing trail planning and development efforts into one plan. While the proposed network primarily serves Thurston County and its communities, it identifies opportunities for connecting the Thurston Region with the surrounding counties. Mason and Pierce counties both have just begun their county-wide trails planning processes and this plan invites Thurston County's neighbors to seek connections with our communities where possible.

Existing Facilities

Overview of Existing Trails, Right-of-Ways (ROW) and Gaps

Today there are approximately 57 miles of existing shared-use and multi-purpose recreational trail facilities in Thurston County (See Thurston Region Trail Network: County View and Urban View Maps). The current developed trails are only a collection of individual trail segments and corridors. As more trail projects are completed, local agencies will establish links to create a more connected regional trail network. The following descriptions offer only a brief overview of this network. More detailed information can be found in the maps and their accompanying narratives starting on page 3-24.

The Chehalis Western Trail (Maps 1, 2, and 3) is the region's longest north-south shared-use trail. It is presently open from Woodard Bay in the north to the Yelm-Tenino Trail near State Route 507. This trail is over 85 percent complete in terms of its total length. Completion of the Bridging the Gap Project (Map 2) will provide seamless non-motorized connectivity across three high volume arterials: Pacific Avenue, I-5, and Martin Way. An additional Gap exists at the Burlington Northern Santa Fe (BNSF) Railway Company's "Mainline" railroad near Rainier Road. The County is examining long term opportunities to provide more direct connectivity by either tunneling through the railroad berm, or formalizing a more permanent agreement with BNSF to improve the existing detour. Future development of the remaining 3.1 miles of undeveloped right-of-way (ROW) south of State Route 507 will extend this trail to its southernmost terminus at Vail Loop Road.

The **Yelm-Tenino Trail** (Map 17) is a 14 mile railbanked corridor that stretches east-west connecting the cities of Yelm, Rainier, and Tenino. The Yelm-Tenino Trail connects to the Chehalis Western Trail just west of the City of Rainier, thereby providing non-motorized connectivity between some of south Thurston County's rural communities with its urban core. The County owns an additional 0.9 mile section of ROW, just west of the Tenino City Park that it is holding for future development. This section could tie into the City of Tenino's proposed east-west trail segment (Map 17). Two significant non-motorized gaps remain at the western terminus of the Yelm-Tenino Trail that are not served by trails, but may benefit from on-street enhancements like wider shoulders and signs: a connection to the Town of Bucoda along State Route 507, and a connection to Grand Mound along Old Highway 99.

The City of Yelm acquired a 4.8 mile stretch of abandoned railroad that extends from State Route 510, in downtown Yelm, to the Town of Roy. This corridor will be developed as the **Yelm Prairie Line Trail** (Map 18). At present, 0.3 miles is paved and the City is currently designing and seeking funds to pave the remaining section of the trail that is within its city limits. This trail is significant for its potential to connect the Thurston Regional Trail Network with Pierce County. The City may some day restore rail operations to this corridor and at that time the **Yelm Prairie Line** would become a trail with rail.

The cities of Lacey and Olympia are making significant progress in constructing portions of the **Woodland Trail** (Maps 5 and 6) which runs east-west through the central urbanized areas of Lacey, Olympia, and Tumwater. Lacey has paved 1.4 miles of this former railroad and has secured additional funding to pave 1.4 more miles to connect the existing trail section to the Woodland Creek Community Park and the Chehalis Western Trail. Before the end of 2007, Olympia will have paved a total of 2.5 miles from Eastside Street to the Chehalis Western Trail. Ultimately the Woodland Trail could stretch from McAllister Springs to Capitol Lake and create a major east-west corridor that will tie some of the most populated areas of Lacey, Olympia, and Tumwater to the Chehalis Western Trail, Capitol Lake, and other recreation and community destinations accessible from this corridor.

Another east-west corridor, the **I-5 Bicycle Trail** (Map 4), runs parallel to I-5 from approximately 3rd Avenue near Lacey City Hall to Chestnut Street near the eastern edge of the State Capitol Campus. This trail is connected to the Chehalis Western Trail near the new Chehalis Western Trail Bridge that spans I-5. The I-5 Bicycle Trail may someday extend east to the Nisqually Wildlife Refuge and could serve as a future connection with Pierce County.

The City of Tumwater anticipates starting construction on a one mile section of the **Deschutes Valley Trail** (Map 9) in 2008. The trail will be constructed on public ROW between the Tumwater Valley Municipal Golf Course and

Deschutes River, from T Street to the Pro Golf Shop. Tumwater plans to eventually extend this trail to link Tumwater Falls Park with Pioneer Park and Tumwater Historic Park at the base of the Deschutes River Falls. This trail will connect with the Woodland Trail and the State Capitol Campus Capitol Lake recreational trails and facilities.

The **Heritage Park Arc of Statehood Trail**, the **Heritage Park Hillside Trail**, the **Capitol Lake Interpretive Center Trail**, and the Deschutes Parkway sidewalk and bike lanes (Map 8) are perhaps the most visibly active segments of existing trails within the region. On almost any given day of the week, one can observe people of all ages engaged in some form of locomotion around Capitol Lake. Although these facilities do not technically meet all the criteria of shared-use trails, they function as such. These facilities are particularly noteworthy as this vicinity of the Capitol Campus will serve as a major hub for up to six regionally significant trails that could converge near this water body in the future.

The City of Olympia is actively negotiating with BNSF to acquire the abandoned railroad ROW along West Bay from Deschutes Parkway north to the intersection of West Bay Drive and Raft Street - for future **West Bay Trail** and West Bay Park development. This trail would connect with Deschutes Parkway and Heritage Park, thereby tying it into the rest of the proposed Regional Trail Network and making it the region's premiere marine waterfront trail.

The Evergreen State College's Evergreen Parkway Modernization Project created two shared-use trails from the Evergreen Parkway by converting one travel lane in each direction to a planter strip and adjacent asphalt path. These converted trails extend from Kaiser Road to the southern edge of the college campus (Map 12). These trails connect to the old **Evergreen Parkway Trail** on the eastside of Evergreen Parkway and the **McLane School Forest Trail** just south of the Evergreen State College Campus (Map 12).

In 1996, Thurston County acquired the **Gate-Belmore Railroad Corridor** (Map 15) from Burlington Northern Railroad Company. The County has railbanked this ROW for future trail development. This future trail corridor will extend from the historic community of Gate in the SW corner of the County to approximately 81st Avenue SW. Residents of the Confederated Tribes of the Chehalis Reservation could obtain access to the Regional Trail Network via this trail corridor. The addition of a striped wide shoulder on Moon Road would provide an effective link, and would increase the safety of the users along this potential route. The effectiveness of this trail corridor to provide viable transportation alternatives and increase recreation opportunities for more people would be greatly enhanced by extending this corridor with the potential **Black Lake** and the **Percival Canyon Trail Corridors** (Map 14). Adding these two potential trail segments would create a single corridor

and connect the Gate-Belmore Trail with Tumwater, Olympia, Capitol Lake, and the rest of the Regional Trail Network. A Demand for freight by rail from customers in the Mottman Industrial creates a major challenge for developing these two potential shared-use trails. The likelihood of BNSF abandoning this rail corridor in the near term is very low; however other communities in the U.S. have demonstrated successful joint use of active rails with trails. More research is required to understand the benefits and risks of a joint use configuration.

Four additional potential trail corridors could extend the Regional Trail Network but significant research and follow-up efforts are required to secure easements or the required ROW along existing railroad and utility corridors. The **Williams Utility Easement Corridor** (Map 19) is an east west connector that follows a natural gas pipeline easement roughly parallel to 93rd Avenue. This trail could connect the proposed Gate Belmore Trail with the existing Chehalis Western Trail creating an urban trail loop with the Chehalis Western, Woodland, Percival Canyon, Black Lake, and Gate Belmore Trails. The existing subsurface easement for the pipeline precludes development of a trail. A trail easement would need to be negotiated with the underlying property owners. The **Downtown Railroad Trail** and the **East Olympia Trail** could connect unincorporated residential communities in the vicinity of East Olympia Elementary School with the City of Tumwater’s Pioneer Park, downtown Olympia, and Capitol Lake. The potential **Gate Rochester Grand Mound Trail** (Map 16) could share ROW with the Puget Sound and Pacific Railroad line that parallels Highway 12 and would link the communities of Gate, Rochester, Grand Mound, and tribal lands of the Confederated Tribes of the Chehalis Reservation.

Sidewalks, Bike Lanes, and Wide Shoulders

On-street facilities are important components of the trail network. Sidewalks provide designated paths for pedestrians to access destinations from a bus stop or parked car or bike. Bicycle facilities supply designated space on arterial and collector roads for cyclists. Both bike lanes and sidewalks serve as an interface between trails and the road network and allow trail users to access schools, parks, markets, libraries, and employment sites. Wide shoulders

also provide cyclists and pedestrians a space for sharing the road with motorists when sidewalks and bike lanes are not available. Local streets, sidewalks, bike lanes, shared roadways, and shared-use trails form a hierarchal network that comprises the foundation of the non-motorized transportation system. All local government agencies have urban street design standards that include provisions for sidewalks and

Summary of Existing Facilities

Type of Facility	Miles
Wide Shoulder (paved shoulders greater than 4 feet)	256
Bike Lanes - striped and designated	78
Existing Shared-Use Trail	57
General Purpose Motor Vehicle Lane Miles	1952

Source: TRPC GIS. Sidewalk data is not available on a region-wide level, but efforts by local agencies to survey these facilities are ongoing.

bike lanes. Thurston County and the cities have developed approximately 78 centerline miles of bicycle lanes and more will be added over time. In addition, there are over 250 centerline miles of roads with wide shoulders (paved shoulders greater than or equal to four feet) that can also support cycling and walking. Total miles of sidewalk data are not available for most jurisdictions. By contrast, there are nearly 2000 centerline miles of publicly owned multi-purpose motor vehicle travel lanes.

Recommendations

This section presents the proposed Regional Trail Network, identifies regional follow-up priorities, and provides guidelines for developing the trail network.

Total length of all trails in miles by location is presented in Table 3-6.

A. The Regional Trail Network

The Regional Trail Network is composed of 29 trail segments totaling approximately 145 miles. Some segments are part of a continuous corridor, but were named separately for planning purposes (County-Wide View Map, pg. 3-18 and Urban View Map, pg. 3-20). Trail names and total length in miles by their planning status are listed in Table 3-1.

Special Routes

The Regional Trail Network also includes two special routes: the “Capitol to Capitol Trail” and the “Olympia Waterfront Route.” Both of these routes are comprised of multiple on-street facilities or individual trail segments that connect multiple destinations. The routes offer connectivity to public spaces and the combined segments provide great opportunities for recreation and physical activity. Further planning and coordination between these individual route’s stakeholders are required and discussions are ongoing. More specific information about the alignment of these facilities is in Table 3-2 and 3-3 and Maps 11 and 20.

Total population and employment within a ½ mile radius each side of the trail is presented in Table 3-7.

The Regional Trail Network is composed of: shared-use trails, 86 percent; on-street facilities, 11 percent; and recreational trails, 3 percent (Table 3-3). The Regional Trail Network will be developed and managed by multiple agencies (Table 3-4). Nearly 80 percent of the existing ROW is in public ownership, but 20 percent of the proposed network is on active rail lines owned by Burlington Northern Santa Fe Railway Company, Puget Sound and Pacific Railroad Company, and Union Pacific (Table 3-5).

Table 3-1
The Proposed Thurston Regional Trail Network

Trail Name	Map No.	Trail Status (Length in Miles)				Total Miles
		Existing	Planned	Proposed	Potential	
Black Lake Trail	14			2.7		2.7
Capitol Lake Interpretive Center Trail	8	0.7			0.2	0.9
Capitol to Capitol Trail (On Street Segments)	11	1.5		1.9	5.8	9.2
Chehalis Western Trail	1,2,3	20.5	0.4	3.1		24.0
Deschutes Parkway	8	1.8				1.8
Deschutes Valley Trail	9		3.0	0.4		3.4
Downtown Railroad Trail	10				2.0	2.0
East Bay Promenade (Olympia Waterfront Rt.)	20	0.9	0.2			1.1
East Olympia Trail	10				5.4	5.4
Evergreen Parkway Bicycle Paths	12	3.1				3.1
Evergreen Parkway Trail	12	1.1				1.1
Gate-Belmore Trail	15		12.4	1.3		13.7
Gate-Rochester-Grand Mound Trail	16				10.5	10.5
Grass Lake Refuge Trail	11		1.2			1.2
Heritage Park Hillside Trail	8	0.9				0.9
Heritage Park Arc of Statehood Trail	8	0.5				0.5
Highway 101 Trail	13			1.2		1.2
I-5 Bicycle Trail	4	4.1		4.9		9.0
McLane School Forest Trail	12	2.1		0.4		2.5
Olympia Waterfront Route (On Street Segments)	20	3.5				3.5
Percival Canyon Trail	14			2.5		2.5
Tenino City Trail	17			1.8		1.8
West Bay Trail	7		0.7	0.8		1.5
Williams Utility Easement Corridor	19				7.9	7.9
Woodland Trail - Lacey	5	1.4	1.4	3.4		6.1
Woodland Trail - Olympia	6	2.5	1.3			3.8
Yelm Alternate Loop	18		4.0			4.0
Yelm Prairie Line Trail	18	0.4	1.0	3.5		4.9
Yelm-Tenino Trail	17	13.7		0.9		14.6
Grand Total		58.6	25.8	28.9	31.8	145.0

Source: TRPC GIS. Actual surveyed distances may vary from these figures.

The Maps

This section includes 23 maps. The first two maps present County-wide and urban views of the proposed Thurston Regional Trail Network. They provide an overview of the system and serve as indices to more detailed maps included in this section. The third map offers a view of the greater South Puget Sound Region. It is intended to juxtapose the Thurston Regional Trail Network in context with Thurston County's neighboring counties and municipalities. It illustrates potential connections and the need for inter-county coordination.

Nineteen maps present more detailed views of the 29 existing, planned, proposed and potential trail corridors. Some maps include more than one trail segment because they are within the same geographical area. The numbers on the map are linked to the Conditions and Recommendations section in

the accompanying narratives. The identification of specific parcels that may be affected by trail development was not within the scope of this plan. The planned, proposed, and potential alignments should be referenced only for general planning level detail. The actual alignments may vary as survey, design and engineering occurs.

The Regional Trail Network is mapped and categorized by four planning status categories (Table 3-3):

1. **Existing Trails** are open for public use. These trail segments meet the managing agency's definition of a developed trail or trail segment and meet basic Americans With Disabilities Act (ADA) accessibility requirements. The trail surface is paved with asphalt or constructed with compacted crushed rock. A bollard, gate, or other access control device is installed to prevent motorized vehicles from entering the trail. Signs are posted to warn trail users of approaching traffic. An existing trail is not necessarily a finished trail. The trail manager may continue to develop trail heads, restrooms, vehicle parking, and kiosks. Additional enhancements like landscaping, benches, and wayfinding signs may also be developed over time as funding becomes available.
2. **Planned Trails** are included in a local agency's Comprehensive Plan, Parks and Recreation Plan, or Capital Facilities Plan. These trail segments may be a short- or long-term development priority for the managing agency. The managing agency may own all or part of the ROW, or have an easement, but the local agency is actively engaged in pursuing the necessary funding or additional ROW to bring the trail closer to a construction or design phase. Some planned segments have gone through a design and engineering phase, whereas others have not. Portions of these facilities may be open to the public, but users should contact the respective trail manager for permitted uses.
3. **Proposed Trails** are included in a local agency's plans but have not gone through an extensive planning process or feasibility study because most of the underlying property is privately owned or on an active rail corridor. Proposed segments may be a priority for the agency, but development of these segments is contingent on significant acquisitions of ROW or negotiations for easements. Proposed trail segments are regionally significant because of their connectivity to other regionally significant trail corridors. Proposed segments are a higher priority than potential segments because they could serve more people and provide needed connectivity to other viable trail corridors.
4. **Potential Trails** broaden the region's imagination for what is possible. These potential corridors are active rail lines - or utility easements that at present are operational. These corridors are unlikely to be abandoned in the foreseeable future. Several of these corridors presently serve as the region's primary freight corridors and their

continuing operations are a regional priority. More research and follow up discussion are required to explore the width of existing ROW and evaluate the possibilities for joint rail with trail or utility operations. Other potential trails might include on-street facilities recommended for shoulder widening projects, or designation of State Routes or rural county roads as signed bikeways or shared roadway facilities.

The Narratives

A narrative accompanies each map. Trail length, a general description, identification of the lead agency and partners, available cost estimates, connections and destinations, and conditions and recommendations are included in each narrative. The Conditions and Recommendations section references trail-segment-specific information. This information was raised during the development of the Plan and highlights policy considerations, development challenges, and current planning and construction efforts. In addition, the TAC, RCTAC, and TRPC staff identified tasks and recommendations during the development of this Plan. **Trail specific tasks and recommendations are in bold in the Conditions and Recommendations section of the narratives.**

Summary of Recommendations for the Proposed Regional Trail Network

1. Local Agencies should include the existing, planned, and proposed trail segments in their Comprehensive Plans and/or Parks and Recreation plans.
2. Local Agencies should review the recommended tasks in the narratives and make efforts to address these items during a trail project's planning and development phases.
3. Local agencies should update their Capital Facility Plans and Transportation Improvement Plans as cost estimates become available. Then prioritize and phase these trail segments for construction when appropriate.
4. Local agencies should submit their trail project to the Thurston Regional Planning Council for inclusion in the list of Regionally Significant Non-Motorized Projects when trail feasibility studies are completed for any regional trail network segment. TRPC amends the Regional Transportation Plan on an annual basis. The Technical Advisory Committee and the Transportation Policy Board will review all project proposals prior to the Council's adoption.

B. Regional Trail Stakeholder Follow-Up Measures

The Regional Trails Planning process highlighted some regional issues that merit a follow up effort by the region's trail stakeholders. The issues are complex and efforts required to explore these issues were beyond the scope of this plan. This plan presents four follow-up measures for discussion by policy makers and trail managers.

1. Rail or Utility Right-of-Way (ROW)– Shared-Use Rail with Trails

The Woodland, Percival Canyon, Black Lake, and Gate-Belmore Trails have all or some of their proposed alignments on active railroad ROW. Three potential trails, the Downtown Railroad, East Olympia, and Gate-Rochester-Grand Mound Trails are also on active railroads. Development of these trails would be easier if the rail corridors were abandoned. Frequently, the trail managing entity or owner acquired the ROW as a Public Use Condition under 49 U.S.C. 10906 and Interim Trail Use under Section 8(d) National Trails System Act. This type of acquisition prevents the existing ROW from reverting to the underlying property owners and allows the rail ROW to remain in public use, specifically as a trail until rail service or another public use is identified.

The abandonment of these rail corridors for interim trail use is unlikely due to their viable operations and service to the Port of Olympia, Mottman Industrial Area, and the Weyerhaeuser Box Plant on Union Mills Road. Furthermore, the Thurston Regional Transportation Plan’s goals and policies are clear, “Ensure the long-term viability and continued use of existing rail lines in the region for freight and passenger rail service.” These rail corridors contribute to the Thurston Region’s economic vitality and increase options for freight mobility and potential future passenger rail service.

Efforts to explore the possibility of developing trails on active rail lines have not been thoroughly explored, and more research is needed.

There are successful rails with trail implementations around the United States. For example, the Southwest LRT Trail outside of Minneapolis, Minnesota shares a very narrow railroad ROW with an active rail line. This is a popular metropolitan trail runs parallel to the tracks without a fence. Just across town, the Kennilworth Trail corridor resumed rail service when a nearby rail junction closed. This trail is only separated from the active rail line by a split rail cedar fence.

Follow-Up Measure: More work is required to explore the issues, challenges, and policies of accommodating trail development and trail use in active railroad ROW.



The Kennilworth Trail, an active rail with trail in Minneapolis, MN is separated from the railroad with a four foot fence. Photo by Paul Brewster.

Ongoing regional rail and trail planning efforts should evaluate the viability of joint use of these corridors where appropriate. This follow-up measure could also be applicable to potential trails in utility corridors.

2. Long-Term Maintenance

Most of the existing trails are less than a decade old and are in a functional operational condition. The Chehalis Western Trail has been in operation for about 10 years and the Yelm-Tenino Trail only about three years. Trails do not bear the weight of moving cars and trucks and therefore don't experience the same level of deterioration that roads do, but they are built essentially the same way and are impacted by similar natural forces. The Thurston Region receives an average annual rainfall of 51 inches and experiences a long growing season due to its mild climate. Trails are vulnerable to encroaching vegetation and require frequent maintenance. Over time asphalt will require repairs or complete replacement. Thurston County Parks and Recreation Department staff summarized their 2006 operations and maintenance costs for the Chehalis Western and Yelm-Tenino Trails (refer to the Maintenance section of this plan for more details). Thurston County calculated an average of \$3,900 per mile on routine maintenance tasks such as mowing, cleaning restrooms, emptying trash, and repairing signs. The County also estimates that it will need to resurface one mile of trail every five to seven years. Based on this cycle, the County estimates it should budget \$10,869 for pavement preservation each year.

Thurston County Parks presently manages nearly 30 miles of trail, but development of the Woodland Trail, Gate-Belmore Trail and other segments will add many more miles that will require both routine and long term pavement preservation maintenance. Some members of the Technical Advisory Committee and the Transportation Policy Board expressed concerns over the long term costs with building and managing the Regional Trail Network. There is a need to explore the concept of distributing these costs through some type of trail stewardship program. One proposal included the development of an inter-local agreement to appoint a single trail management agency for the entire Thurston Regional Trail Network. Trail users could experience more reliable trail operations and more predictable maintenance services throughout the Regional Trail Network.

Follow-Up Measure: More work is required to explore the issues, challenges, and policies of distributing system maintenance and/or construction costs. Regional trail stakeholders should explore the issues and challenges with developing an inter-local maintenance

agreement for the entire network. Additional discussions could focus on a potential public regional trail benefit district or a public works bond to finance portions of the undeveloped planned and proposed trails.

3. Inter-Regional Trail Connectivity

The Thurston Regional Trail Network could serve more trail users by linking with external shared-use trail networks. The Yelm Prairie Line Trail's alignment extends to Roy in Pierce County and the proposed I-5 Bicycle Trail extension to the Nisqually Valley could also serve as a potential node to connect to Dupont and possibly other communities in Pierce County. The Willapa Hills Trail in Lewis County will eventually connect the City of Chehalis to Pe Ell, Raymond, South Bend, and Willapa Bay. Access to this developing trail is only 10 miles south of the Thurston County Border (see the Regional map on pg. 3-22). Pierce and Mason counties have both just begun planning for a county-wide trails.

Follow-Up Measure: The Thurston Region should collaborate with neighboring counties and their communities, WSDOT, Fort Lewis, the Nisqually Indian Reservation, Confederated Tribes of the Chehalis Reservation, and other stakeholders to identify opportunities and solutions to connect the Thurston Regional Trail Network with other regional trail systems where appropriate.

4. Intra-Regional Multi-Modal Access and Connectivity

The Regional Trail Network is only useful if people can access it through a variety of travel modes. People should be able to drive, ride the bus, bicycle or walk to trailheads and trail access points.

Follow-Up Measure: Local Agency planners should continue coordinating with other agencies, neighborhood and home owners associations, and other stakeholders to plan the development of infrastructure such as neighborhood connectors, sidewalks, bicycle lanes, wide shoulders, transit stops, and wayfinding signage. Priorities should focus on opportunities within publicly owned ROW that could provide more direct access to and from shared-use trails and activity centers such as residential neighborhoods, schools, parks, and commercial and employment centers. Local agencies should explore ways to acquire private property for easements at key trail connections, such as the donation or purchase of property. Updates to the Thurston County Bicycle Map should occur on a periodic basis to accurately reflect changes to infrastructure that support recreationists and users of non-motorized forms of travel.

C. Development Guidelines

Design specifications and development standards for shared-use trails and other non-motorized transportation facilities have standardized over the last decade. Local agency transportation professionals have access to a wealth of information in print and from internet resources. By following existing standards, the Thurston Regional Trail Network will function consistently across jurisdictions and on different trail corridors.

Development Guidelines: All shared-use trail development must meet the Americans with Disabilities Act 1990 (ADA) requirements. Existing and future developments must accommodate the access and mobility needs of people with disabilities. Transportation and civil engineers, planners, and designers and landscape architects should reference the following sources for shared-use trail and bicycle and pedestrian facilities:

1. Guide for the Planning, Design, and Operation of Pedestrian Facilities. 2004. American Association of State Highway and Transportation Officials (AASHTO).
2. Guide for the Development of Bicycle Facilities. 1999. American Association of State Highway and Transportation Officials (AASHTO).
3. Bicycle Facilities, Chapter 1020. 2006. Washington State Department of Transportation Design Manual.
4. Pedestrian Design Considerations, Chapter 1025. 2006. Washington State Department of Transportation Design Manual.
5. Transit Facilities, Chapter 1060. 2007. Washington State Department of Transportation Design Manual.
6. Manual on Uniform Traffic Control Devices (MUTCD). 2003. Federal Highway Administration (FHWA).
7. Accessible Rights-of-Way: A Design Guideline. 1999. U.S. Architectural and Transportation Barriers Compliance Board, USDOT, and FHWA.

Table 3-2
The Proposed Capitol to Capitol Trail Route

Capitol to Capitol Trail Route	Map No.	Trail Status (Length in Miles)				Total Miles
		Existing	Planned	Proposed	Potential	
Evergreen Parkway Trail	11,12	1.1				1.1
Grass Lake Refuge Trail	11		0.9			0.9
Heritage Park Arc of State Hood Trail	8,11	0.5				0.5
Heritage Park Hillside Trail	8,11	0.5				0.5
McLane School Forest Trail	11,12	2.1		0.4		2.5
West Bay Trail	7,11		0.7			0.7
Bike Lane, Sidewalk, or Wide Shoulder	11	1.5		1.9	5.8	9.2
Route Total		5.7	1.6	2.3	5.8	15.4

Source: TRPC GIS. Actual surveyed distances may vary from these figures.

Table 3-3
The Proposed Olympia Waterfront Route

Olympia Waterfront Route	Map No.	Trail Status (Length in Miles)				Total Miles
		Existing	Planned	Proposed	Potential	
East Bay Drive	20	1.4				1.4
East Bay Promenade (Trail)	20	0.9	0.2			1.1
Marine Drive and Market Street	20	0.9				0.9
Percival Landing	20	0.6				0.6
5th Avenue Vicinity	20	0.7				0.7
West Bay Trail	11			1.5		1.5
Route Total		4.5	0.2	1.5	0	6.2

Source: TRPC GIS. Actual surveyed distances may vary from these figures.

Table 3-4
The Proposed Regional Trail Network by Trail Type

Trail Name	Map No.	Type of Facility (Length in Miles)			Total Length
		On Street	Shared Use	Recreational	
Black Lake Trail	14		3.0		3.0
Capitol Lake Interpretive Center Trail	8		0.4	0.5	0.9
Capitol to Capitol Trail Route*	11	9.2			9.2
Chehalis Western Trail	1,2,3		24.0		24.0
Deschutes Parkway	8	1.8			1.8
Deschutes Valley Trail	9	1.2	2.2		3.4
Downtown Railroad Trail	10		2.0		2.0
East Olympia Trail	10		5.4		5.4
Evergreen Parkway Bicycle Paths	12		3.1		3.1
Evergreen Parkway Trail	12		1.1		1.1
Gate-Belmore Trail	15		13.7		13.7
Gate-Rochester-Grand Mound Trail	16		10.5		10.5
Grass Lake Refuge Trail	11			1.2	1.2
Heritage Park Arc of Statehood Trail	8			0.9	0.9
Heritage Park Hillside Trail	8			0.5	0.5
Highway 101 Trail	13		1.2		1.2
I-5 Bicycle Trail	4	0.3	8.6		9.0
McLane School Forest Trail	12		2.5		2.5
Olympia Waterfront Route*	20	3.0		1.7	4.7
Percival Canyon Trail	14		2.1		2.1
Tenino City Trail	17		1.8		1.8
West Bay Trail	7	0.1	1.4		1.5
Williams Utility Easement Corridor	19		7.9		7.9
Woodland Trail - Lacey	5		6.1		6.1
Woodland Trail - Olympia	6		3.8		3.8
Yelm Alternate Loop	18		4.0		4.0
Yelm Prairie Line Trail	18		4.9		4.9
Yelm-Tenino Trail	17		14.6		14.6
Grand Total		15.7	124.6	4.8	145.0

Source: TRPC GIS. Actual surveyed distances may vary from these figures.

**Table 3-5
List of Trails by Lead Agency and Principal Partners**

Trail Name	Lead Agency and Principal Partners
Black Lake Trail	Tumwater, Thurston County
Capitol Lake Interpretive Center Trail	Washington State Department of General Administration
Capitol to Capitol Trail On Street Route	Olympia, Thurston County
Chehalis Western Trail	Thurston County, Washington State Department of Natural Resources, Olympia, Lacey
Deschutes Parkway	Washington State Department of General Administration
Deschutes Valley Trail	Tumwater
Downtown Railroad Trail	Olympia, Burlington Northern Santa Fe Railway Company, Tacoma Rail, Port of Olympia
East Olympia Trail	Tumwater, Thurston County, Burlington Northern Santa Fe Railway Company, Tacoma Rail, Port of Olympia
Evergreen Parkway Bicycle Paths	The Evergreen State College
Evergreen Parkway Trail	Thurston County
Gate-Belmore Trail	Thurston County
Gate-Rochester-Grand Mound Trail	Thurston County, Puget Sound and Pacific Railroad Co.
Grass Lake Refuge Trail	Olympia
Heritage Park Arc of Statehood Trail	Washington State Department of General Administration
Heritage Park Hillside Trail	Washington State Department of General Administration
Highway 101 Trail	Washington State Department of Transportation, Olympia
I-5 Bicycle Trail	Washington State Department of Transportation, Olympia, Lacey
McLane School Forest Trail	McLane School Forest Trail Committee, Olympia, Thurston County
Olympia Waterfront Route	City of Olympia and Port of Olympia
Percival Canyon Trail	Olympia, Burlington Northern Santa Fe Railway Company, Tacoma Rail, Port of Olympia
Tenino City Trail	Tenino, Thurston County
West Bay Trail	Olympia, Burlington Northern Santa Fe Railway Company, Port of Olympia
Williams Utility Easement Corridor	Thurston County, Williams Natural Gas Pipeline Company, Private Property Owners
Woodland Trail - Lacey	Lacey, Olympia, Thurston County Burlington Northern Santa Fe Railway Company
Woodland Trail - Olympia	Olympia, Lacey, Thurston County, Washington State Department of Transportation
Yelm Alternate Loop	Washington State Department of Transportation, Yelm
Yelm Prairie Line Trail	Yelm, Thurston County, Pierce Co., Washington State Department of Transportation, Roy
Yelm-Tenino Trail	Thurston County, Yelm, Rainier, Tenino

**Table 3-6
Existing Right-of-Ways by Owner**

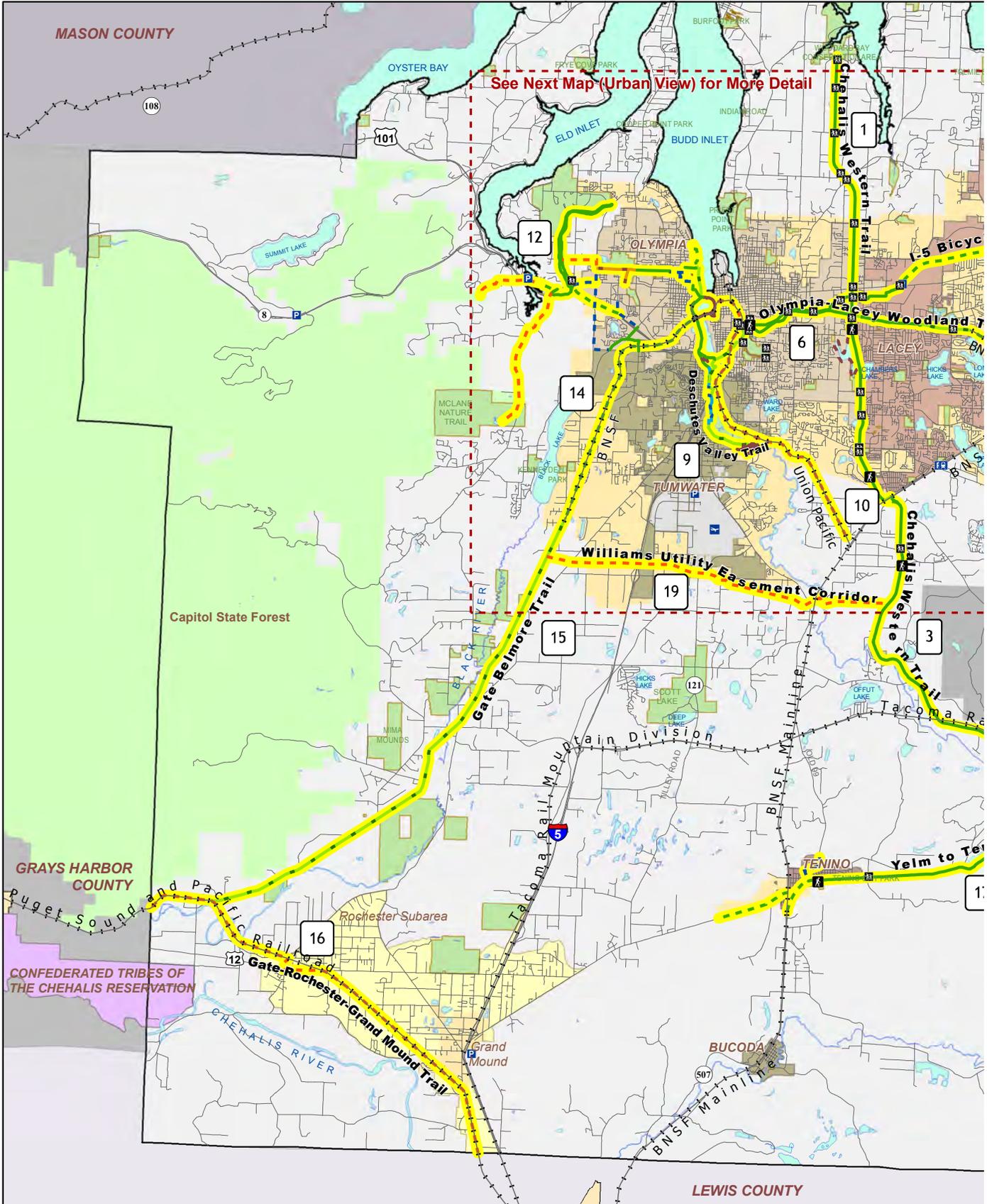
Existing Right-of-Way by Owner	Trail Name	Miles	Total
Burlington Northern Santa Fe Railway Company	Black Lake Trail	2.7	
	Gate-Belmore Trail	1.3	
	Percival Canyon Trail	2.5	
	West Bay Trail	0.7	
	Woodland Trail - Lacey	3.4	10.5
Washington State Department of Natural Resources	Chehalis Western Trail	5.3	5.3
Washington State Department of General Administration	Capitol Lake Interpretive Center Trail	0.9	
	Deschutes Parkway	1.8	
	Heritage Park Arc of Statehood Trail	0.9	
	Heritage Park Hillside Trail	0.5	4.2
City of Lacey	I-5 Bicycle Trail	0.3	
	Woodland Trail - Lacey	2.8	3.1
City of Olympia	Capitol to Capitol Trail On Street Route	3.3	
	Grass Lake Refuge Trail	1.2	
	Highway 101 Trail	0.6	
	I-5 Bicycle Trail	0.7	
	McLane School Forest Trail	0.4	
	Olympia Waterfront Route	1.7	
	West Bay Trail	0.8	
	Woodland Trail - Olympia	2.5	12.4
Port of Olympia	East Bay Promenade	1.1	
	Marine Drive and Market Street	0.9	2.0
Puget Sound and Pacific Railroad Company	Gate-Rochester-Grand Mound Trail	10.5	10.5
City of Tenino	Tenino City Trail	1.8	1.8
The Evergreen State College	Evergreen Parkway Bicycle Paths	3.1	3.1
Thurston County	Capitol to Capitol Trail On Street Route	5.9	
	Chehalis Western Trail	18.6	
	Evergreen Parkway Trail	1.1	
	Gate-Belmore Trail	12.4	
	McLane School Forest Trail	0.2	
	Yelm-Tenino Trail	14.6	52.7
City of Tumwater	Deschutes Valley Trail	3.4	3.4
Union Pacific Railroad Company	Downtown Railroad Trail	2.0	
	East Olympia Trail	5.4	7.4
Washington State Department of Transportation	Chehalis Western Trail	0.1	
	Highway 101 Trail	0.6	
	I-5 Bicycle Trail	7.9	
	McLane School Forest Trail	1.9	
	Woodland Trail - Olympia	1.3	
	Yelm Alternate Loop	4.0	15.9
Private Property Owners and Williams Natural Gas Pipeline Company	Williams Utility Easement Corridor	7.9	7.9
City of Yelm	Yelm Prairie Line Trail	4.9	4.9
Grand Total			145.0

Table 3-7
Lengths of Existing, Planned, Proposed, and Potential Shared-Use
Trails and On-Street Connectors by Jurisdiction

Jurisdiction	Length in Miles
Lacey and UGA	12.6
Olympia and UGA	37.9
Rainier and UGA	2.2
Tenino and UGA	4.4
Tumwater and UGA	18.4
Yelm and UGA	12.6
Thurston County (includes Grand Mound and Rochester)	71.8
Pierce County	2.3

Table 3-8
2006 and 2030 Population and Employment
within 1/2 mile radius of Trails

Trail Name	Map No.	Population		Employment	
		2006	2030	2005	2030
Capitol Campus Capitol Lake Trails	8	9,901	11,444	26,751	32,683
Chehalis Western Trail	1,3	23,409	39,397	17,463	24,975
Chehalis Western Trail - The Gap	2	6,127	7,433	11,908	16,277
Deschutes Valley Trail	9	8,733	12,688	7,195	8,706
Downtown Railroad Trail	10	5,978	7,180	27,050	32,958
East Olympia Trail	10	7,144	12,407	3,019	4,709
Evergreen Parkway Bicycle Paths	12	2,706	3,902	1,026	1,589
Gate Rochester Grand Mound Trail	16	6,281	8,300	2,121	4,031
Gate-Belmore Trail	15	3,925	6,843	763	1,232
Grass Lake Refuge Trail	11	4,398	8,147	5,665	7,938
Highway 101 Trail	13	2,998	8,789	6,556	10,492
I-5 Bicycle Trail	4	15,557	24,672	45,098	61,807
McLane School Forest Trail	12	840	3,693	480	993
Percival Canyon Trail	14	9,123	12,724	16,498	22,599
Tenino City Trail	17	809	2,696	416	1,397
West Bay Trail	7	3,990	4,950	8,123	9,904
Williams Utility Easement Corridor	19	2,490	6,570	900	2,800
Woodland Trail - Lacey	5	17,036	24,165	15,601	19,822
Woodland Trail - Olympia	6	15,662	19,886	38,750	44,781
Yelm Alternate Loop	18	3,986	6,371	1,240	3,561
Yelm Prairie Line Trail	18	3,335	4,594	1,963	3,206
Yelm to Tenino Trail	17	7,957	17,192	4,251	8,691

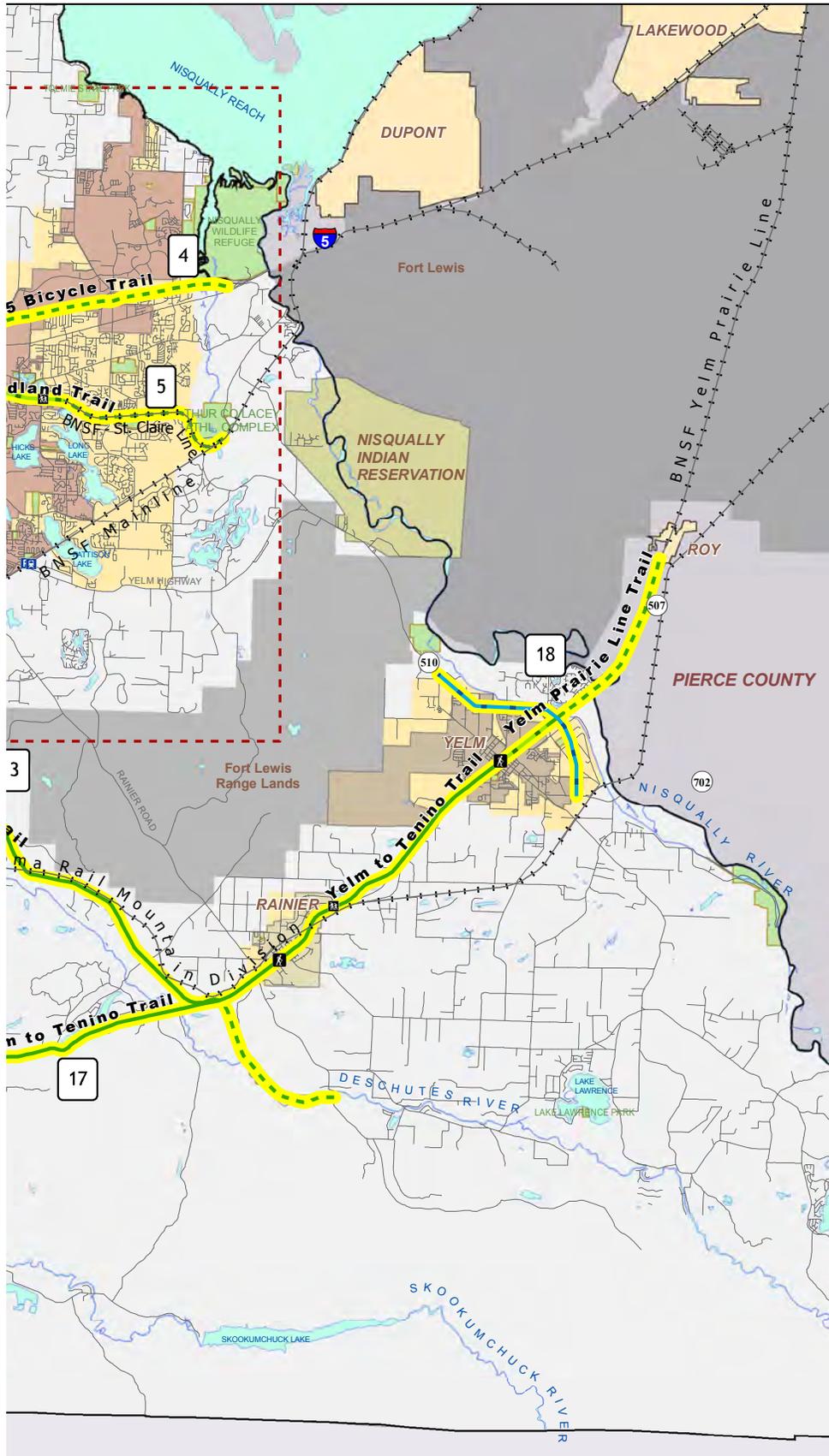


Thurston Region Trail Network

County View

Use This Map As An Index:

The numbered boxes refer to maps with more detailed information about the trails in this section of the plan. Refer to the 'Urban View' map for a closer view of the trails in the north urban area of the County.



- Trail, Shared Use, Existing —
- Trail, Shared Use, Planned —
- Trail, Shared Use, Proposed - - -
- Trail, Shared Use, Potential - - -
- Route, On Street, Planned —
- Route, On Street, Proposed - - -
- Trail, Recreational, Existing —
- Trail, Recreational, Planned —
- Trail, Recreational, Proposed - - -
- Proposed Regional Trail Network —
- Active Railroad + + +
- Olympia Regional Airport ✈
- Park & Ride Lots P
- Trail Access Points A
- Trail Heads H
- Train Station S
- Urban Growth Areas ■
- Parks, Preserves, and Open Space ■
- Port of Olympia ■
- Rochester Subarea ■
- DNR Managed Lands ■
- Unincorporated Thurston County ■

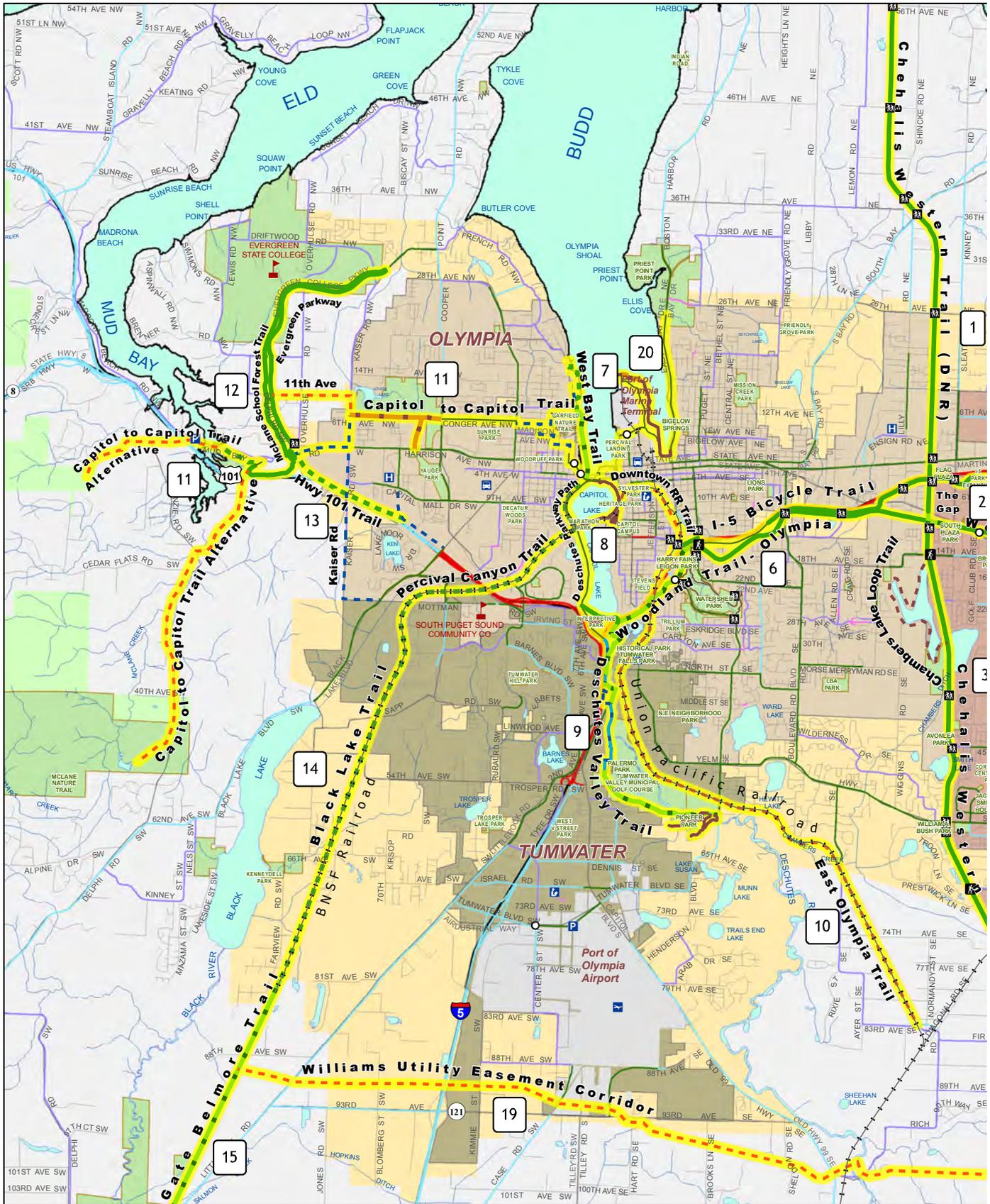
15 miles can be bicycled in about 1 hour



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.

3 miles can be walked in about 1 hour

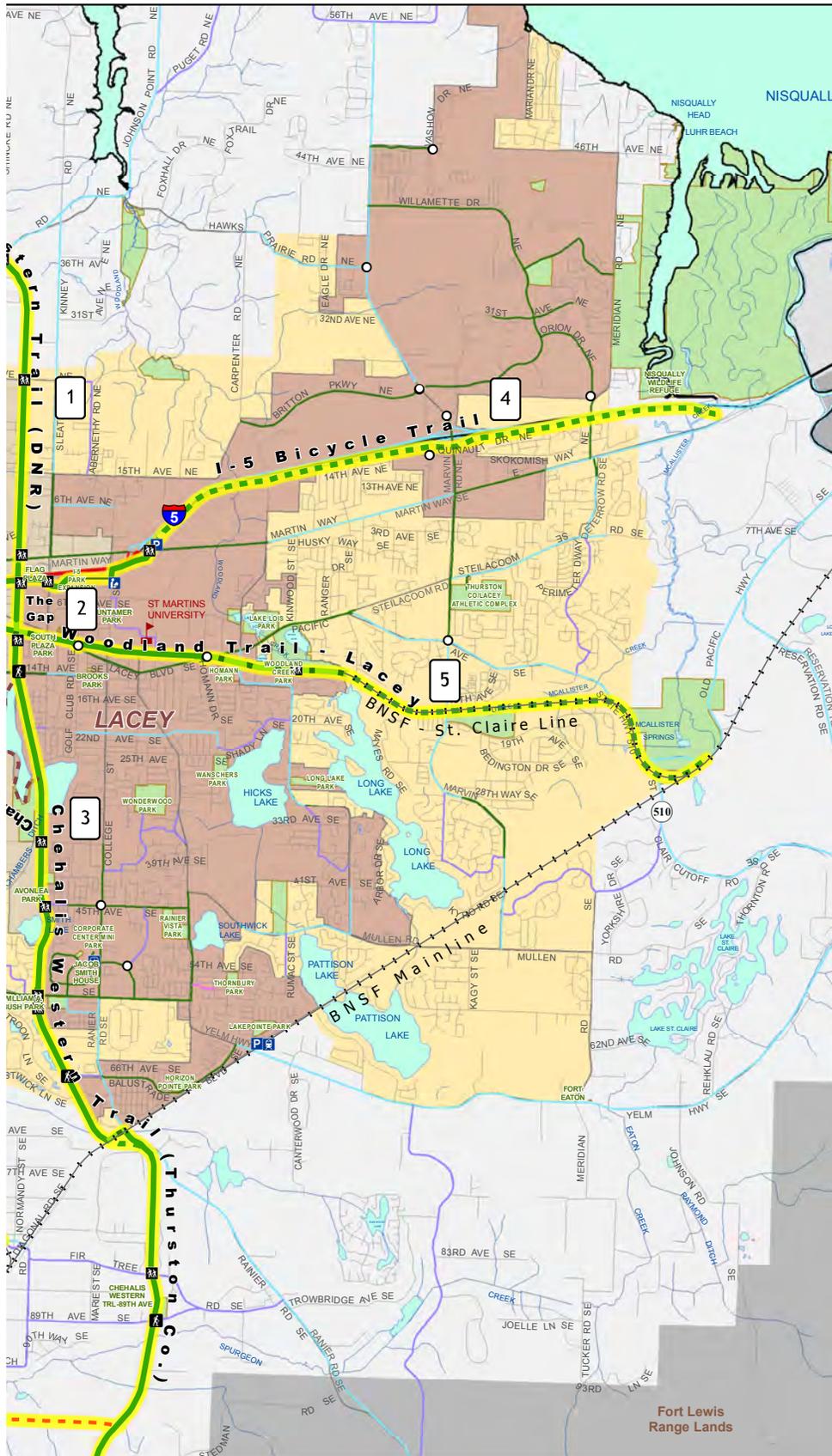




Thurston Region Trail Network

Urban View

Use this map as an Index:
 The numbered boxes refer to maps with more detailed information about the trails in this section of the plan. Refer to the 'County View' and 'Regional View' maps for other trails outside of this urban view.



- Trail, Shared Use, Existing ——
 - Trail, Shared Use, Planned ——
 - Trail, Shared Use, Proposed ——
 - Trail, Shared Use, Potential ——
 - Route, On Street, Planned ——
 - Route, On Street, Proposed ——
 - Trail, Recreational, Existing ——
 - Trail, Recreational, Planned ——
 - Trail, Recreational, Proposed ——
 - Proposed Regional Trail Network ——
- Existing Bike Routes**
- Bike Lane ——
 - Wide Shoulder ——
 - Commonly Used Local Roads ——
 - Bicycle/Pedestrian Connection ——
 - Bicycles Forbidden ——
 - Active Railroad ——
 - Local Streets ——
 - Roundabouts ○
 - Schools ▲
 - Bus Transit Centers ■
 - Hospitals H
 - Libraries L
 - Olympia Regional Airport ✈
 - Park & Ride Lots P
 - Trail Access Point ■
 - Trail Heads ▲
 - Train Station T
 - Urban Growth Areas ■
 - Port of Olympia ■
 - DNR Managed Lands ■
 - Unincorporated Thurston County ■

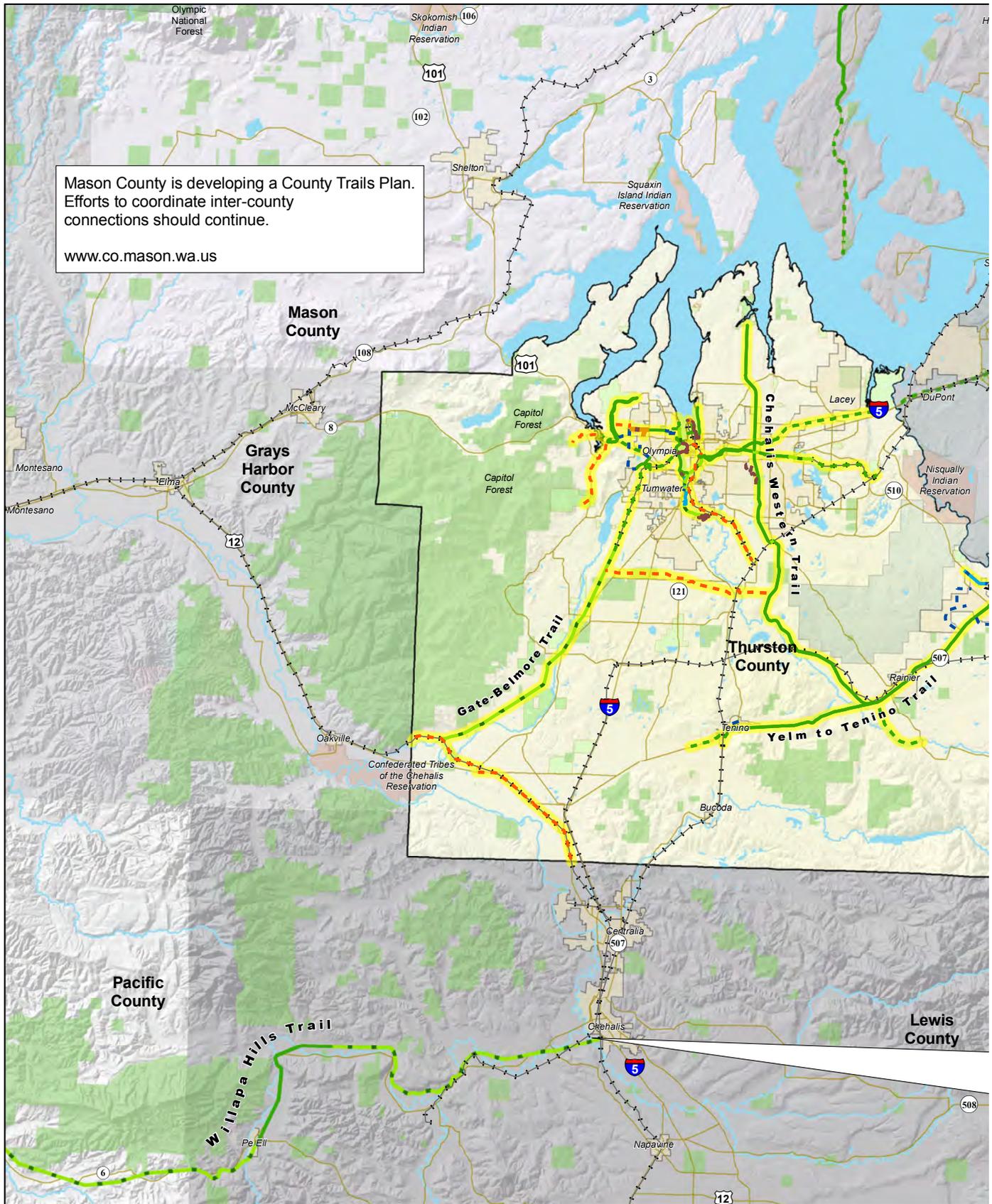
5 Miles

5 miles can be bicycled in about 20 minutes

3 miles can be walked in about 1 hour

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.

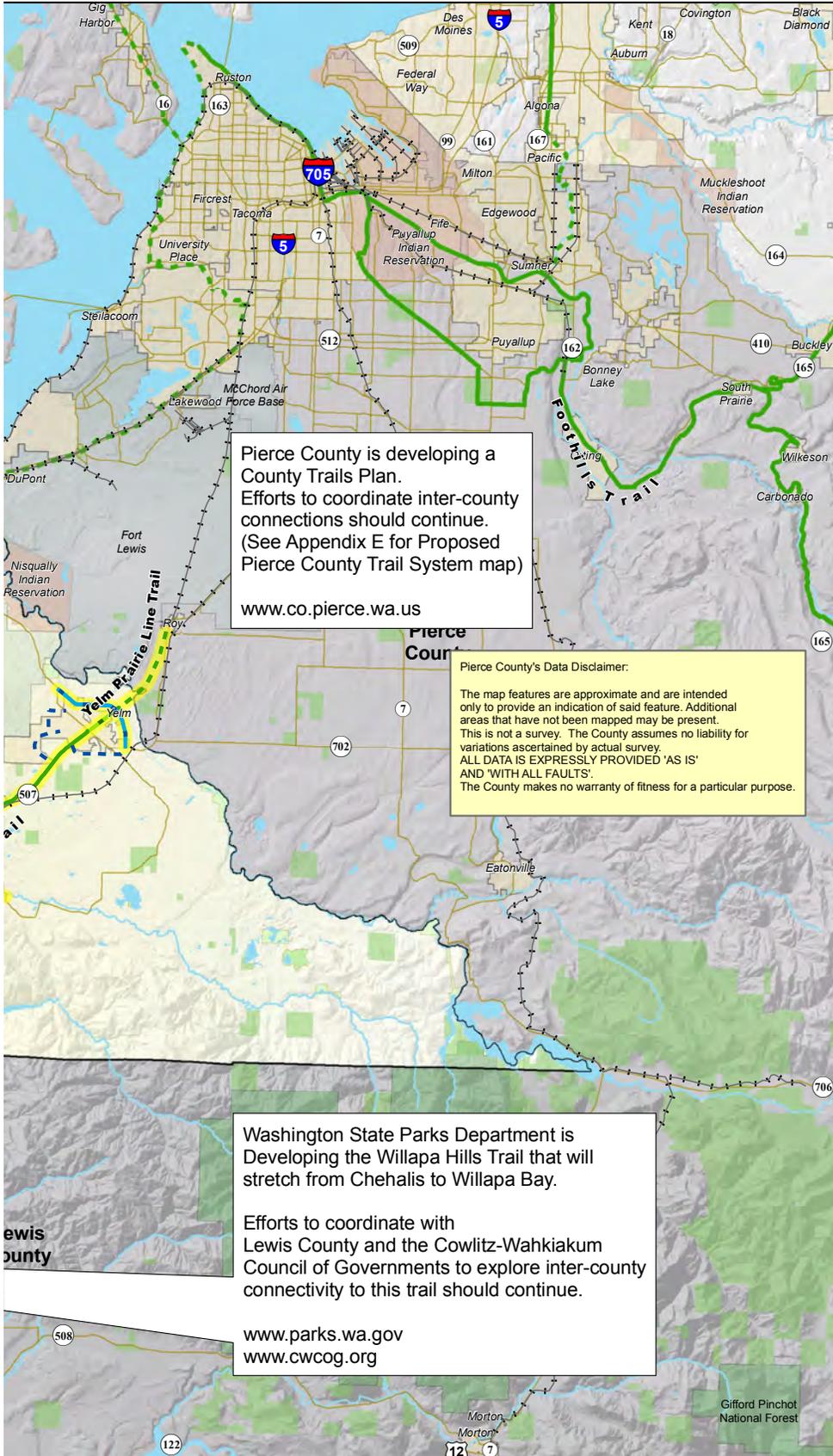




Thurston Region Trail Network

Regional View

Refer to County-Wide View or the Urban View map for a closer view of the trails in Thurston County.



Pierce County is developing a County Trails Plan. Efforts to coordinate inter-county connections should continue. (See Appendix E for Proposed Pierce County Trail System map)
www.co.pierce.wa.us

Pierce County's Data Disclaimer:
 The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS IS' AND 'WITH ALL FAULTS'. The County makes no warranty of fitness for a particular purpose.

Washington State Parks Department is Developing the Willapa Hills Trail that will stretch from Chehalis to Willapa Bay.
 Efforts to coordinate with Lewis County and the Cowlitz-Wahkiakum Council of Governments to explore inter-county connectivity to this trail should continue.
www.parks.wa.gov
www.cwcog.org



- Trail, Shared Use, Existing
- Trail, Shared Use, Planned
- Trail, Shared Use, Proposed
- Trail/Path Potential
- Planned, On Street
- Proposed, On Street
- Trail, Recreational, Existing
- Trail, Recreational, Planned
- Trail, Recreational, Proposed
- Thurston Regional Trail Network
- Active Railroad
- Major Roads & State Highways
- Indian Reservations
- Cities and Towns
- Parks, Preserves, and Open Space
- Dept. of Nat. Resources Managed Lands
- Dept. of Def. Lands
- National Forest Lands

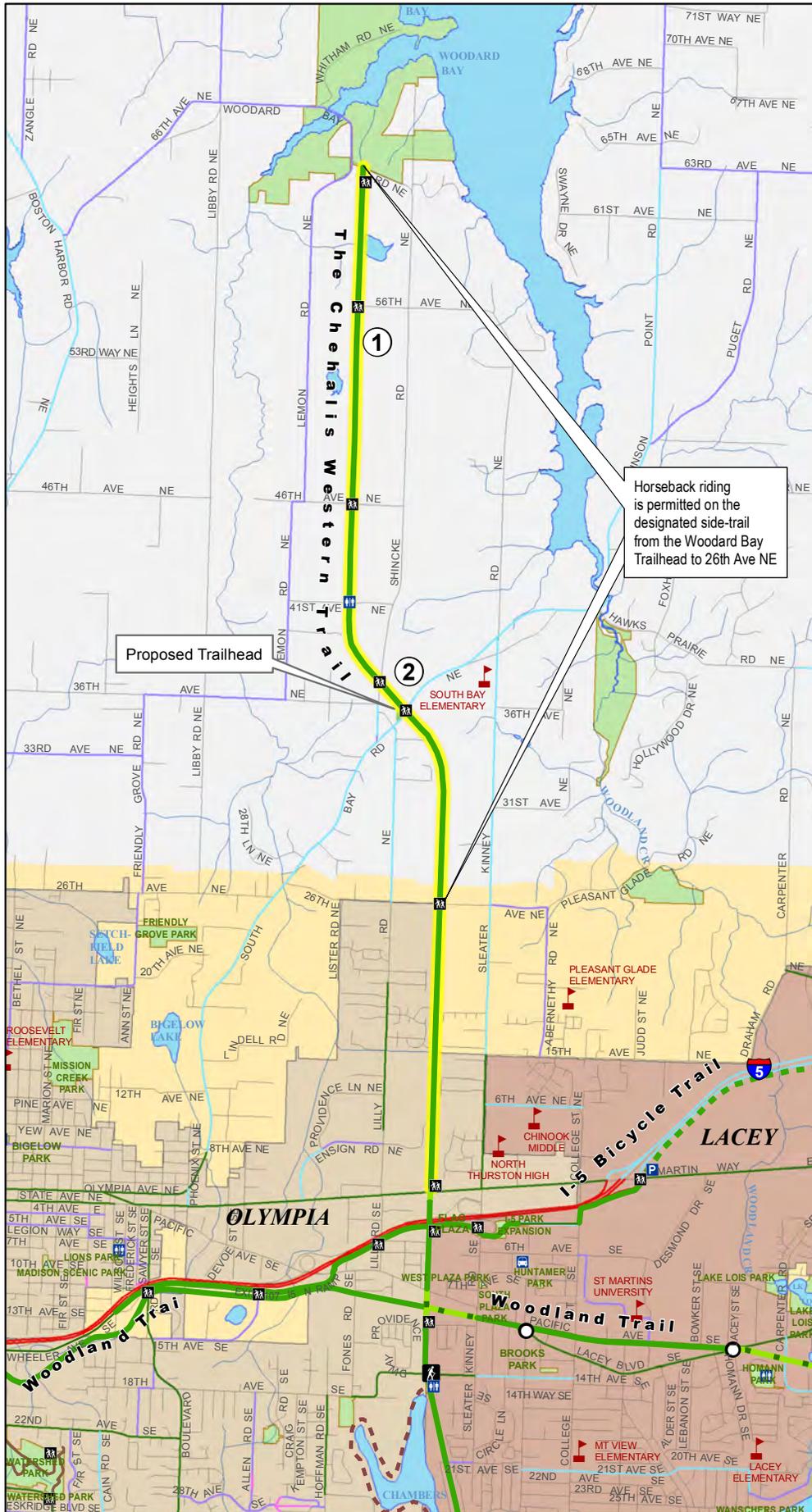
Disclaimer
 This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to the accuracy or fitness of the information for a particular purpose.



Chehalis Western Trail

(Washington State Department of Natural Resources)

1



- Trail, Shared Use, Existing
 - Trail, Shared Use, Planned
 - Trail, Shared Use, Proposed
 - Route, On Street, Planned
 - Route, On Street, Proposed
 - Trail, Recreation, Proposed
 - Featured Trail on Map
- Existing Bike Routes**
- Bike Lane
 - Wide Shoulder
 - Commonly Used Local Roads
 - Bicycle/Pedestrian Connection
 - Bicycling Forbidden
 - Nature Trails
 - Local Streets
 - Roundabouts
 - Schools
 - Bus Transit Centers
 - Olympia Regional Airport
 - Park & Ride Lots
 - Public Restrooms
 - Trail Access Point
 - Trail Heads
 - Urban Growth Areas
 - Parks, Preserves, and Open Space
 - DNR Managed Lands
 - Unincorporated Thurston County



Disclaimer
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The Chehalis Western Trail – Washington Department of Natural Resources

Length: 5.5 miles existing paved trail

Type of Facility: Shared-Use Trail

Lead Agency: Washington State Department of Natural Resources (DNR)

Partners: Thurston County, City of Lacey, and City of Olympia

Description: The portion of the Chehalis Western Trail (CWT) managed by the DNR was one of the first shared-use trails developed in Thurston County. This north-south 10-foot wide paved shared-use trail stretches from the Woodard Bay Preserve to Martin Way, passing through mature coniferous forest, semi-forested cattle pastures and suburban residential neighborhoods. This segment of the CWT is presently disconnected from the southern segment of the trail at Martin Way. The Bridging the Gap Project (see Map 2) aims to join these 2 corridors into one continuous north-south trail.



DNR's Chehalis Western Trail offers opportunities for hikers, bikers, and horseback riders. Photo by Stacey Brewster.

Connections and Destinations: Woodard Bay Preserve, Olympia and Lacey commercial centers

Cost Estimate: No additional facilities are currently planned for this trail at this time.

Conditions and Recommendations:

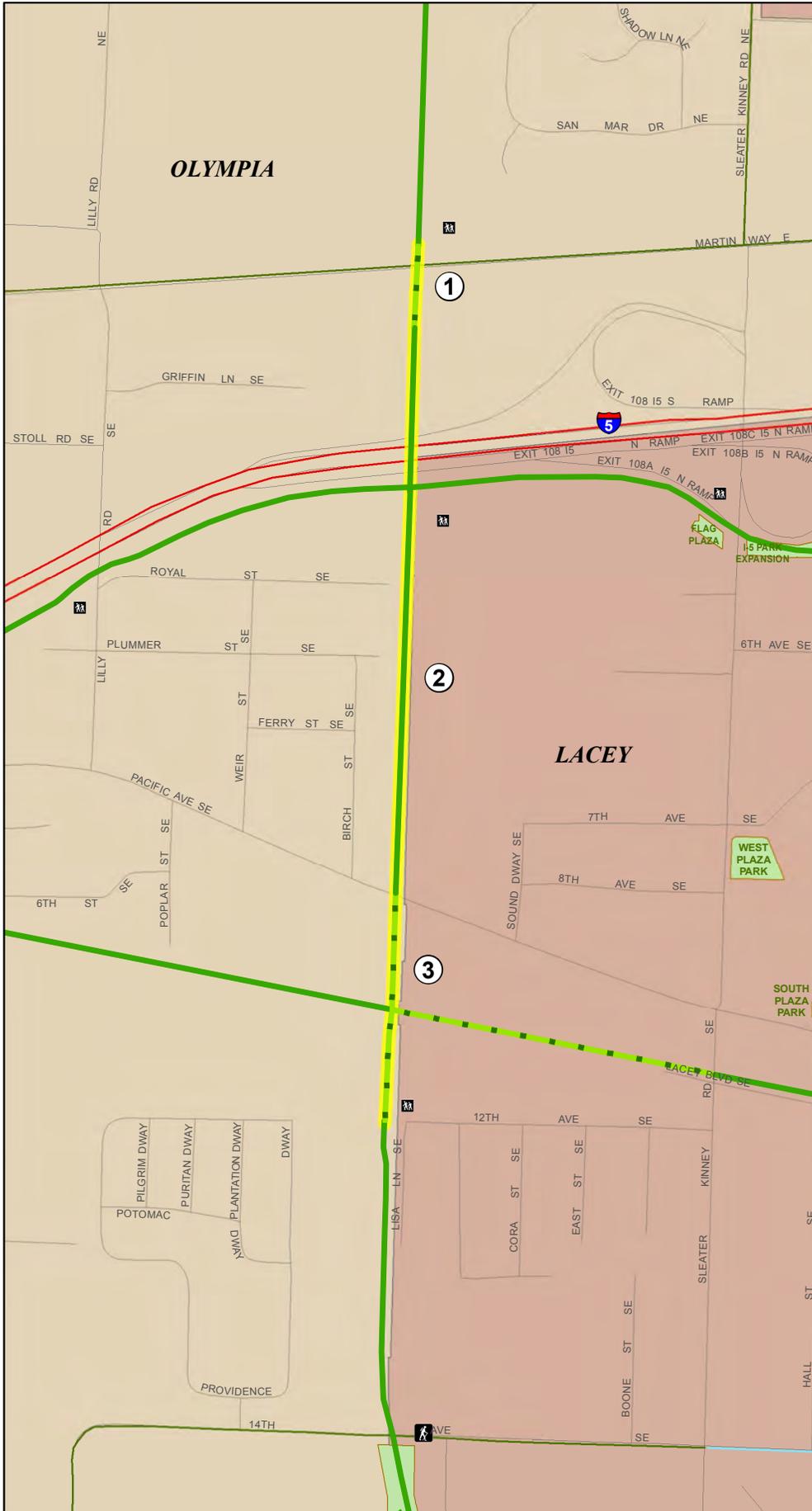
(Recommendations are in bold)

DNR has expressed an interest in transferring ownership and management of their segment of this trail to Thurston County. Single agency trail management would benefit trail users by providing more consistent trail features and amenities, reliable trail operations, and more predictable maintenance along the entire CWT corridor. Over time, the differences between the two segments would dissolve and the trail would function as a single facility. **Thurston County and DNR are reviewing the terms of a negotiation for this potential transaction. These negotiations should consider a plan for converting the existing gates on this trail to bollards, Thurston County's updated standard for trail access control devices, which will eventually be upgraded throughout the County Trail Network.**

- ① **Current and future trail managers should continue to permit equestrian use along this northern segment of the CWT from where it is currently permitted.**
- ② The parcel of DNR owned land at South Bay Rd could serve as a potential trailhead. This trailhead would ease current roadside parking management issues along the bend in South Bay road that intersects with the CWT. **The current or future trail manager should consider developing this potential trailhead with a kiosk, benches, bike racks and equestrian facilities such as horse trailer access, trailer parking, and hitching posts.**

Chehalis Western Trail

Bridging The Gap



2

- Trail, Shared Use, Existing
- Trail, Shared Use, Planned
- Featured Trail on Map
- Existing Bike Routes**
- Bike Lane
- Wide Shoulder
- Bicycling Forbidden
- Local Streets
- Roundabouts
- Schools
- Trail Access Points
- Trail Heads
- Parks, Preserves, and Open Space

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The Chehalis Western Trail – Bridging the Gap

Length: 0.7 miles

Type of Facility: Shared-Use Trail Bridges and Mid-Block Trail Crossings

Lead Agency: Thurston County

Partners: Lacey, Olympia, and Washington State Department of Transportation (WSDOT)

Description: The Bridging the Gap Project is a regional effort that local, regional, state and federal partners mobilized to bridge the Chehalis Western Trail across Interstate 5 and two highway oriented arterials: Martin Way and Pacific Avenue. This project will connect two major segments of the Chehalis Western Trail, the existing northern 5½ miles managed by Washington State Department of Natural Resources (see Map 1) and the southern 15 miles of existing trail managed by Thurston County (see Map 3). These bridges will provide uninterrupted mobility through this 22 mile corridor and increase the transportation and recreational opportunities for its users.

Cost Estimates: \$11 million for the entire Bridging the Gap Project (2025 Regional Transportation Plan)

Conditions and Recommendations:

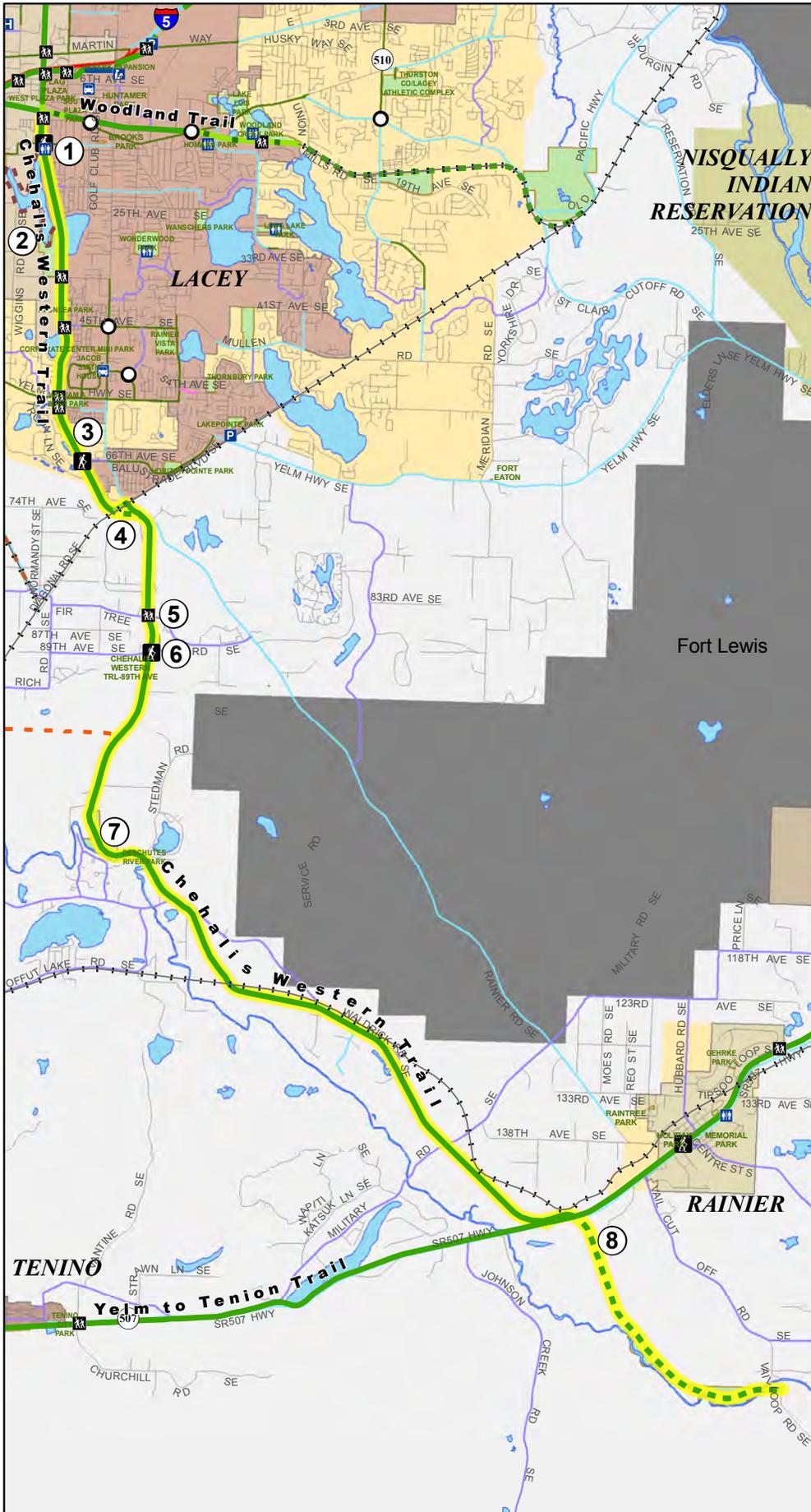
(Recommendations are in bold)

- ① **Martin Way Crossing** - Two crossings are currently underway. The first is an at-grade crossing with a pedestrian refuge island and in-pavement lighting. The second is a grade-separated bridge, connecting the trail terminus north of Martin Way with the I-5 bridge connection south of Martin Way. Both projects are fully funded. An at-grade connection consisting of a mid-block pedestrian refuge island and in-pavement flashing lights should be complete in 2007. The grade separated connection should begin construction in 2008.
- ② **Interstate 5 Crossing and Intermediate Trail** - WSDOT completed the construction of a bridge across I-5 in February 2007 and is now open to the public. The at grade trail alignment that connects the finished bridge to Pacific Avenue is a temporary configuration. Concurrent with the Pacific Avenue crossing, a permanent at-grade alignment built to Chehalis-Western Trail standards, including a permanent connection with the I-5 bike trail will be developed. Right-of-way has already been secured via a developer agreement between Capital Development Company and the City of Lacey.
- ③ **Pacific Avenue Crossing** - Two crossings are currently planned. The first will be an at-grade crossing with a pedestrian refuge island and in-pavement lighting. The second will be a grade-separated bridge over Pacific Avenue. The grade-separated bridge will remain elevated as it crosses the commercial property between Pacific Avenue and the Woodland Trail. It will remain elevated over the Woodland Trail at which point it will drop down with connections to both the Chehalis-Western Trail and the Woodland Trail. Full funding has not yet been secured for this segment of the trail. Right-of-way will be needed between Pacific Avenue and the Woodland Trail.

Chehalis Western Trail

(Thurston County)

3



- Trail, Shared Use, Existing
 - Trail, Shared Use, Planned
 - Trail, Shared Use, Proposed
 - Route, On Street, Existing
 - Trail, Recreation, Proposed
 - Potential, Shared Use
 - Featured Trail on Map
- Existing Bike Routes**
- Bike Lane
 - Wide Shoulder
 - Commonly Used Local Roads
 - Bicycle/Pedestrian Connection
 - Bicycles Forbidden
 - Active Railroad
 - Local Streets
 - Roundabouts
 - Bus Transit Centers
 - Hospitals
 - Libraries
 - Olympia Regional Airport
 - Park & Ride Lots
 - Public Restrooms
 - Trail Access Points
 - Trail Heads
 - Urban Growth Areas
 - Parks, Preserves, and Open Space
 - Unincorporated Thurston County
 - Department of Defense Lands

6 Miles



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The Chehalis Western Trail – Thurston County

Length: 15 miles existing (paved), 3 miles proposed (undeveloped)

Type of Facility: Shared-Use Trail

Lead Agency: Thurston County

Partners: City of Lacey, City of Olympia, and Washington State Department of Transportation

Description: The Chehalis Western Trail (CWT) runs along the historic Weyerhaeuser Chehalis Western Railroad that operated from 1926 to the mid 1980's. This is the region's most popular trail and is also the longest trail corridor in the County. The County's premier north-south trail stretches a little over 22 miles from Woodard Bay on Puget Sound to the Vail Sorting Yard in the Bald Hills south of the City of Rainier. Fifteen miles of this corridor is developed with a 10 foot wide paved shared-use trail from 12th Avenue SE to the Yelm-Tenino Trail. Washington State Department of Natural Resources owns and manages the five and one half miles segment north of Martin Way (see Map 1). Thurston County is the lead agency for the Bridging the Gap Project that aims to connect the entire 22 miles of corridor (see map 2).

Connections and Destinations: Woodard Bay Preserve, Chambers Lake, Avonlea Park, William A. Bush Park, Indian Summer Golf and Country Club, Lacey and Olympia business districts, Providence St. Peter Hospital and surrounding clinics, public schools, Olympia and Lacey neighborhoods, I-5 Bicycle Trail, Woodland Trail, and Yelm-Tenino Trail

Cost Estimates: Various capital facility improvements and miscellaneous renovations are identified in the County's 2007-2012 Capital Facility Plan for the CWT totaling approximately \$1.05 million.

Conditions and Recommendations:

(Recommendations are in bold)

- ① The City of Olympia anticipates construction of on-street improvements including sidewalks and bike lanes on 14th Avenue will be completed by December 2007. These new facilities will improve non-motorized access to this urban trailhead and the CWT. **More collaboration between City of Olympia, City of Lacey and Thurston County is encouraged to provide non-motorized connectivity under the trestle on 14th Avenue.**
- ② Chamber's Lake Loop Trail – *The City of Olympia's Parks, Arts and Recreation Plan* (2002) includes a proposed three mile recreational trail around the western shore of Chamber's Lake. By itself, the loop would not be a regionally significant trail, but it could provide large numbers of neighboring residents access to the CWT. For this connection to be effective, a short east-west section of 27th Avenue/Wiggins Road (see Map 6) will require a bicycle or pedestrian facility to provide trail users safe direct access to the loop. The Chamber's Lake Loop Trail would provide CWT users another recreation opportunity in the vicinity of the Chamber's Lake Trailhead. This loop is part of the City's Open Space Network. The City has an easement on the north end of the lake, but additional easements or ROW is required to develop this proposed trail. The actual alignment of this trail has not yet been determined and may vary from what is represented on the

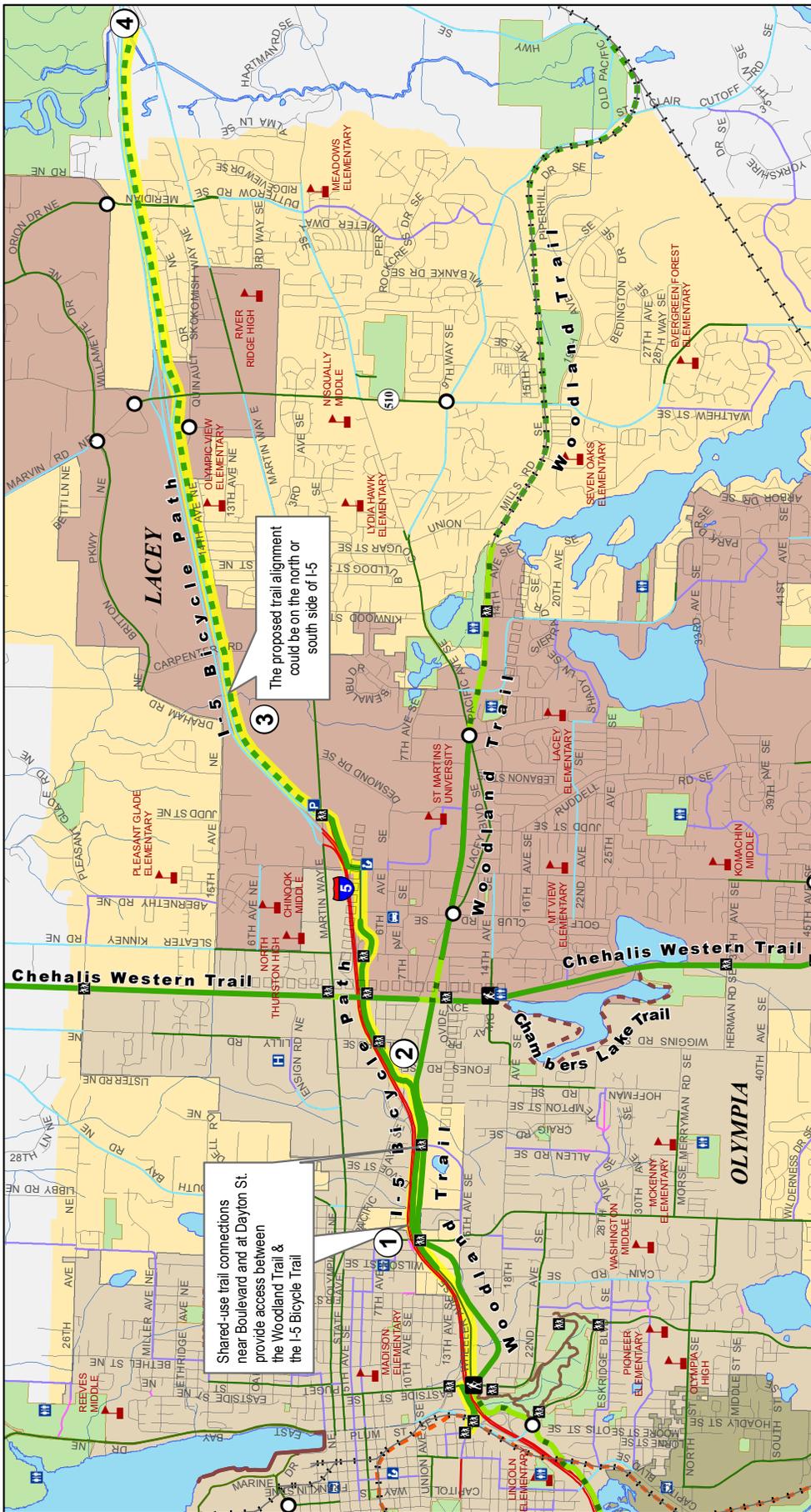
map. Part of this trail may course through wetlands and would be developed with low impact trail construction techniques. See Map 6 for a closer view of the proposed trail.

- ③ 67th Avenue Trailhead will be developed with minor amenities such as signage and benches. Limited parking is currently available.
- ④ Trail users must use an 800 foot gravel path that runs east-west along the Burlington Northern Santa Fe Railway Company (BNSF) mainline railroad berm. This path leads to the railroad trestle where trail users must pass under and then continue south on the wide shoulder along Rainier Road to reconnect with the CWT. Burlington Northern Santa Fe Railway Company owns 800-foot gravel path along the railroad berm. Thurston County has negotiated an agreement with BNSF to permit trail users to traverse this path. The County does not manage this path and does not have permission to provide improvements. **Should BNSF or future railroad companies require improvements to the trestle or section of this track, opportunities should be explored by Thurston County to formalize agreements to improve the existing detour, or consider a tunnel through the berm to connect with Thurston County's existing ROW opposite the BNSF Mainline.**
- ⑤ Fir Tree Road Trailhead - Two acres at this trailhead provide parking and access to the trail. Benches, signage, and miscellaneous renovations are anticipated for this site in 2011 (Thurston County CFP, 2007-2012).



Family Fun and Physical Activity: Thurston County's Chehalis Western Trail supports a variety of uses. Photo courtesy of Thurston County Parks and Recreation Department.

- ⑥ 89th Avenue Trailhead – Thurston County owns 20 acres at 89th Avenue and plans to develop this property into a major trailhead. The site will include a restroom, drinking fountain, picnic tables, garbage cans, parking stalls, and equestrian facilities to include horse trailer parking and hitching posts. Horseback riding is permitted on the CWT from 89th Avenue, south. Construction is anticipated in 2008-2009 and is estimated to cost \$800,000 (Thurston County CFP, 2007-2012).
- ⑦ Thurston County owns over 50 acres of undeveloped open space with nearly three quarter miles of Deschutes Riverfront access near Stedman Road and 103rd Avenue. Thurston County Parks is holding this property for future development. The County will consider how this property will interface with the CWT and consider trail appropriate amenities.
- ⑧ Thurston County owns approximately three miles of undeveloped trail corridor south of the Yelm-Tenino Trail. This trail may be developed in the future as funding and County capital facility development priorities are established. The County anticipates future development of a three acre trailhead at Vail Loop Road and it is estimated to cost approximately \$250,000 (Thurston County CFP, 2007-2012). The County also owns over 50 acres of undeveloped property for future development along this proposed trail spur. This future park would be the southernmost trailhead of the CWT. The County has no timeline or funds secured for this proposed trail segment.



I-5 Bicycle Trail

- Trail, Shared Use, Existing
- Trail, Shared Use, Planned
- Trail, Shared Use, Proposed
- Trail, Shared Use, Potential
- Route, On Street, Planned
- Route, On Street, Proposed
- Trail, Recreational, Existing
- Trail, Recreational, Proposed
- Featured Trail on Map

- Existing Bike Routes
- Bike Lane
- Wide Shoulder
- Commonly Used Local Roads
- Bicycle/Pedestrian Connection
- Bicycling Forbidden
- Active Railroad
- Local Streets
- Roundabouts

- Schools
- Bus Transit Centers
- Hospitals
- Libraries
- Park & Ride Lots
- Public Restrooms
- Trail Access Points
- Trail Heads

- Urban Growth Areas
- Parks, Preserves, and Open Space
- Unincorporated Thurston County



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I-5 Bicycle Trail

Length: 4 miles existing, 4.8 miles proposed

Type of Facility: Shared-Use Trail and On-Street Facilities

Lead Agency: Washington State Department of Transportation (WSDOT)

Partners: Cities of Lacey and Olympia, Thurston County, and Intercity Transit

Description: Bicycle Travel is prohibited on I-5 from exit 102 on Trosper Road in Tumwater, north to Exit 109 near Martin Way in Lacey. WSDOT permits the use of bicycles on I-5 elsewhere in Thurston County. The I-5 Bicycle Trail is a developed four mile east-west shared-use trail adjacent to Interstate 5, connecting the State Capitol Campus in Olympia to Lacey City Hall. Future expansion of this facility could extend non-motorized regional transportation options as far east as the Nisqually Valley. Most of this facility is owned by WSDOT, but it is cooperatively managed through maintenance agreements with the cities of Lacey and Olympia. WSDOT maintains the fencing, landscaping, and signage, but the cities keep the trail free of debris in their respective jurisdictions.

Connections and Destinations: The Chehalis Western Trail, Olympia Woodland Trail, Lacey Woodland Trail, central Lacey and Olympia commercial activity centers, Washington State Department of Ecology, Martin Way Park and Ride Lot, Washington State Capitol Campus, downtown Olympia, Lacey City Hall, Lacey Branch Timberland Regional Library, potential future connectivity to Hawks Prairie and Nisqually Valley

Total Cost Estimates: No cost estimates are available for the proposed segment of this trail.

Policy Consideration:

The I-5 bicycle trail runs parallel to the Woodland Trail in Olympia from Eastside Street to Dayton Street and offers a similar range of mobility and access options to the surrounding land use. The continued long-term use, operation and maintenance of this segment of trail should be examined over time. When this trail requires surface rehabilitation, trail managers may want to evaluate the costs and public benefits of maintaining this section of trail.



Tile artwork characteristic of the Thurston Region's scenic beauty welcomes trail users passing through the I-5 Bicycle Trail Tunnel under Sleater Kinney Rd. Photo by Paul Brewster.

Conditions and Recommendations:

(Recommendations are in bold)

- ① Boulevard Road/I-5 Bicycle Trail Intersection - The City of Olympia's future planned improvements for Boulevard Road include a non-motorized refuge median at the intersection of the I-5 Bicycle Trail and Boulevard Road.
- ② Pacific Avenue/Woodland Trail Intersection – **A partnering between Olympia and WSDOT should consider developing a shared-use path connection between the I-5 bicycle Trail and the Woodland Trail, near the Pacific Avenue crossing. This connection would increase accessibility for trail users between these 2 major trail corridors. The existing I-5 Bicycle Trail mini-park just east of the Sleater Kinney Bicycle Tunnel would serve as an appropriate model for designing this potential connection.**
- ③ The proposed 4.8 miles segment of this corridor could extend the existing shared-use trail along I-5 from the Martin Way Park and Ride Lot to the Nisqually Valley. More research is required to determine if sufficient state-owned ROW exists on either the north or south side of the interstate to develop this trail. Negotiating the trail through existing interchanges and underpasses may require detours onto on-street facilities. Development of this trail is contingent upon future expansion of I-5 or major renovations to



Useful wayfinding signs orient users on the I-5 Bicycle Trail in Lacey. Photo by Paul Brewster.

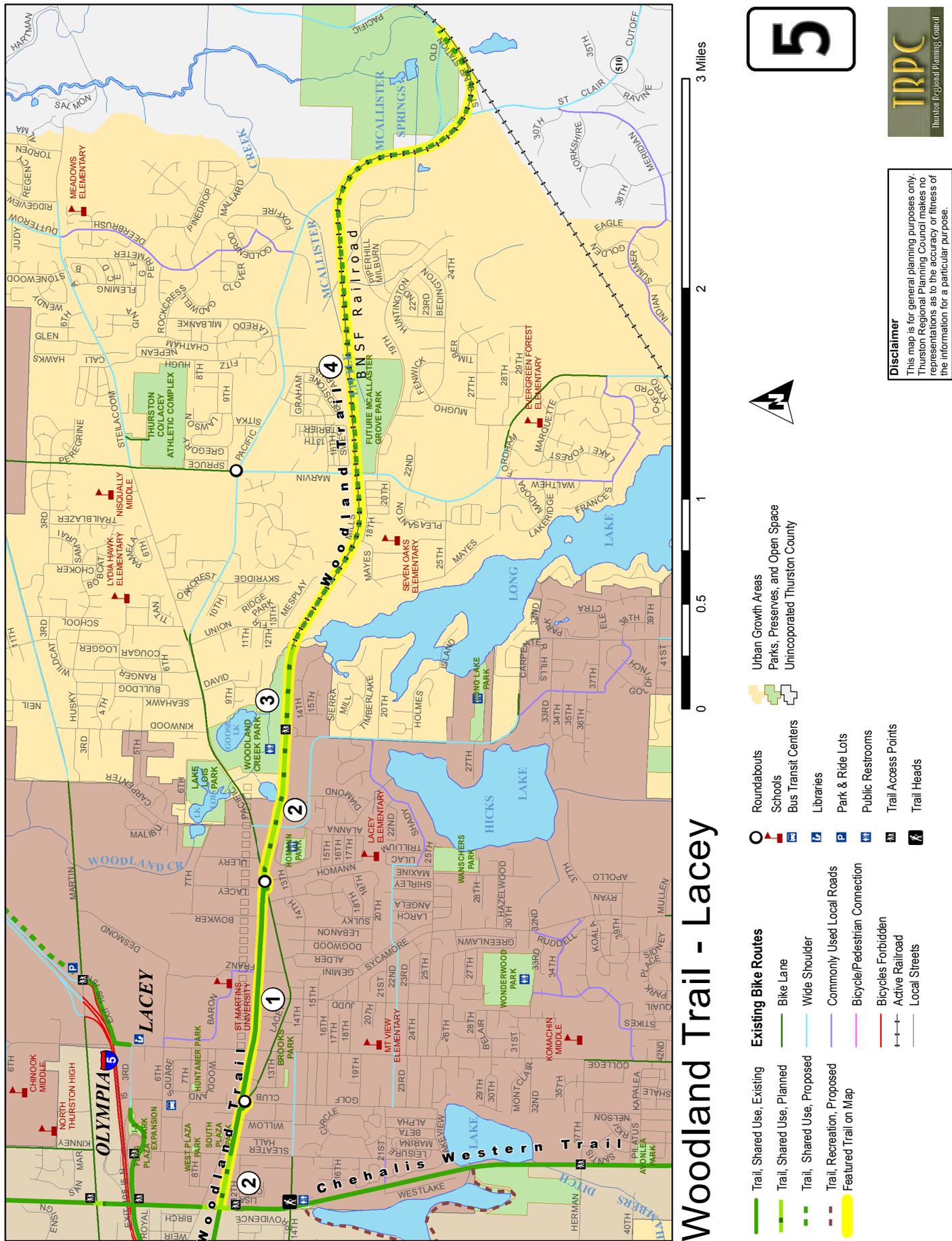
I-5. WSDOT and the City of Lacey would need to consider connectivity to adjacent residential and commercial land uses to increase the trail's accessibility to trail users and destinations. Existing and future bike lanes and sidewalks on Martin Way, Carpenter Road, and Britton Parkway are the best non-motorized transportation alternative to this proposed trail corridor, but would not provide the same type of uninterrupted access that an off street shared-use trail would provide.

④

Although Bicycle travel is permitted on this section of I-5, northbound travel by bicycle is not recommended on this segment of freeway between the Nisqually Interchange (Exit 114) and the Nisqually River Bridge due to inadequate width of the bridge's right lane shoulder. Furthermore, WSDOT has placed Jersey Barriers in the right shoulder to discourage the use of this narrow shoulder. More work is required by the Thurston Region, WSDOT, Department of the Army (Fort Lewis), the Nisqually Indian Reservation, and Thurston and Pierce counties to improve bicycle travel through this vicinity of the I-5 Corridor. **The Washington State Bicycle and Pedestrian Plan should consider solutions and identify appropriate stakeholders for improving bicycle mobility through the Nisqually River Valley.**



A pocket park along the I-5 Bicycle Trail near 3rd Avenue in Lacey offers trail users a convenient location to stop for a rest. Photo by Paul Brewster.



Woodland Trail - Lacey

Length: 1.3 miles developed, 1.4 miles planned, 3.4 miles proposed

Types of Facilities: Shared-Use Trail

Lead Agency: City of Lacey

Partners: City of Olympia, Thurston County, Woodland Trail Greenway Association, Tacoma Rail, BNSF

Description: The Woodland Trail is Lacey's premiere shared-use trail. The City of Lacey acquired a portion of the east-west Burlington Northern and Santa Fe (BNSF) rail line along Pacific Avenue in 2005. This acquisition included the rail ROW from milepost 3.27 (near Union Mills Road) to milepost 5.95, approximately the Lacey/Olympia city limits. The City filed this acquisition through the Federal Surface Transportation Board for interim trail use allowing the City to pursue development of a shared-use trail. The trail runs through central Lacey and provides direct non-motorized access to commercial and retail centers and current and future recreation opportunities. Olympia is constructing the Olympia portion of the Woodland Trail west of the Chehalis Western Trail (See Map 6). The long-term vision for this trail corridor is a shared-use path connecting the western shore of Capitol Lake to McAllister Springs (see Urban View Map).

Cost Estimate: \$962,000 to complete the planned portion of this trail.

Connections and Destinations: The Chehalis Western Trail (CWT), Olympia Woodland Trail, Lacey's central commercial area, Saint Martins University, Woodland Creek Park, Lacey Community and Senior Centers, Homann Park, future McAllister Grove Park, potential future McAllister Springs Preserve

Conditions and Recommendations:

(Recommendations are in bold)

- ① **Sleater Kinney to Homann Drive, Existing Trail** – The City of Lacey constructed 1.3 miles of a 10 foot wide paved shared-use trail with an adjacent 4-foot wide gravel path from Sleater Kinney Road to Homann Drive in 2006 using Federal Transportation Enhancement funds and local revenue. This segment of trail is open to the public.
- ② **Chehalis Western Trail to Sleater Kinney and Homann Drive to Woodland Creek Park, Planned, Undeveloped Trail** - Lacey recently received a \$522,515 Pedestrian and Bicycle Safety Program Federal Grant through WSDOT to help complete these sections of trail. Combined with local funds, Lacey anticipates it will pave the remaining 1.4 miles of planned trail, which includes the segment from Sleater Kinney to the Chehalis Western Trail, and another segment from Homann Drive to Lacey Woodland Creek Community Park, in the near future. This construction will include additional trail enhancements to the entire paved corridor: landscaping, benches, a kiosk and signage. Prior to the design and construction for the remainder of this facility, the City plans to convene a collaborative public outreach process seeking input from the public and business community on the design elements for the planned enhancements. The City estimates \$962,000

is required to complete the planned portion of this trail. Additional design work between Lacey, Olympia, and Thurston County is required to determine how the Woodland Trail and Chehalis Western Trail will connect. This is being evaluated as part of the Bridging the Gap Project (see map 2).

- ③ Woodland Creek Community Park – This city park will provide access to the Woodland Trail for many of its users. Existing parking, picnic facilities, and a restroom make this park a suitable trailhead. A bridge to provide trail users access to and from the park across Woodland Creek is required. **The City should consider designating this park as trailhead and provide a kiosk near the trail entrance.**

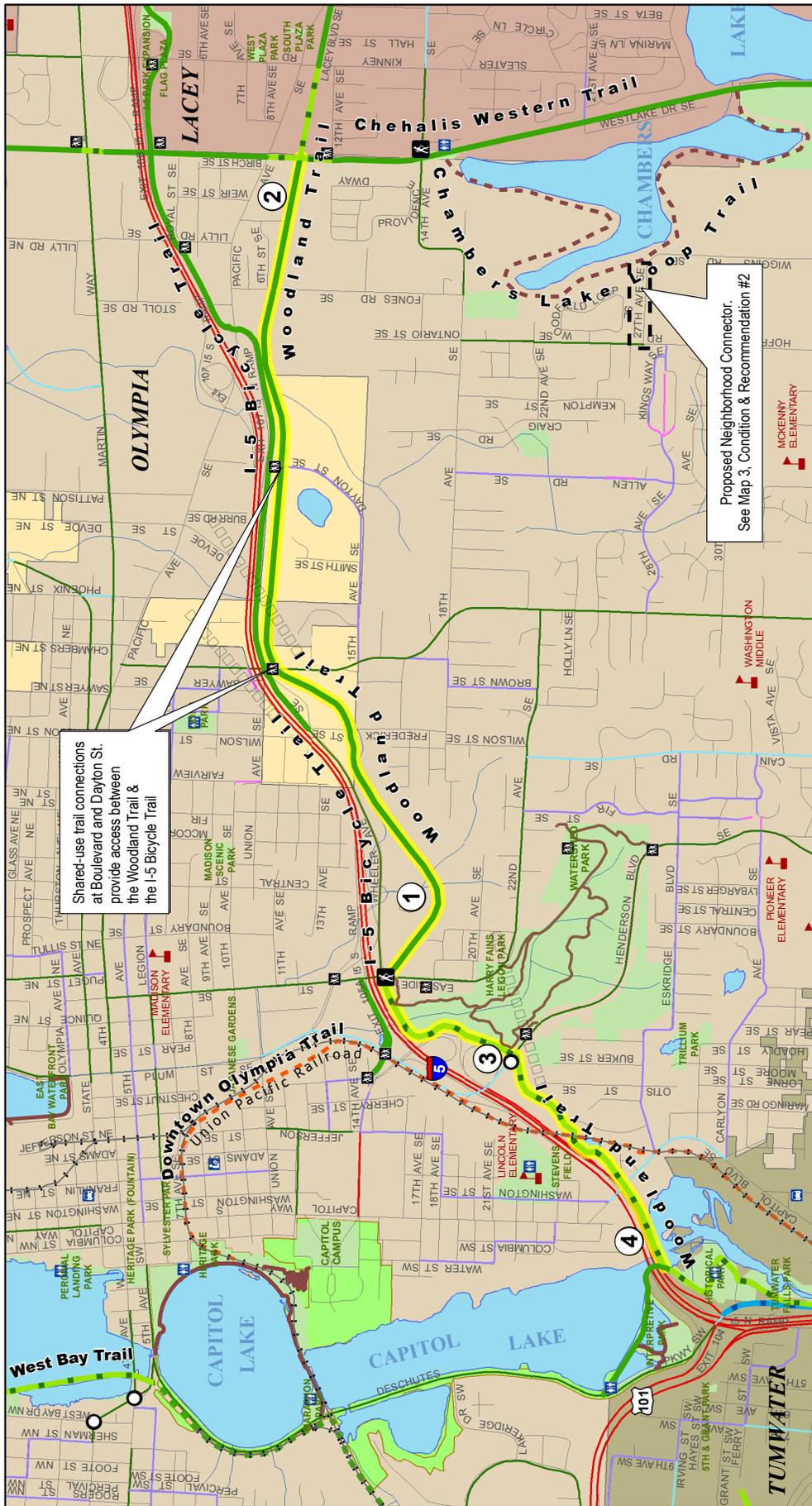
- ④ Proposed Trail, Woodland Creek Community Park to McAllister Springs – This 3.4 mile proposed trail segment is still an active rail corridor. Tacoma Rail Capitol Division operates this line and provides scheduled service to its single customer, the Weyerhaeuser Box Plant, located on Union Mills Road. This customer ships pulp board, paper products and other commodities. Although rail service is available three days a week, frequency of service is variable and determined by shipping demands. The City of Lacey’s *Comprehensive Plan for Outdoor Recreation* (2004) proposes future development of three miles of shared-use trail east from Woodland Creek Community Park to SR 510/St. Claire Cut-Off Road. The development of this trail is contingent on the abandonment of this rail line by its owner Burlington Northern Santa Fe Railway Company (BNSF). The *2025 Regional Transportation Plan* (TRPC, 2003) stated goal for freight by rail is to “Ensure the long-term viability and continued use of existing rail lines in the region for freight and passenger rail travel.” The region’s ability to ship freight by rail remains a priority. The City of Lacey owns 59 acres of undeveloped property that it is holding for future development of McAllister Grove Park. The City’s acquisition of this park property also included the reversionary rights to the railroad ROW ensuring interim trail use development should BNSF ever abandon this railroad.



Did you ever want to bike for a beer and a burger? The Woodland Trail connects trail users to several restaurants and retail areas in the City of Lacey.



Lacey paved the very first section of the Woodland Trail in the summer of 2006. Photos by Jared Burbidge.



Woodland Trail - Olympia

6

Thurston Regional Planning Council

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Scale: 0 0.5 1 2 Miles

Legend:

	Trail, Shared Use, Existing		Roundabouts		Urban Growth Areas
	Trail, Shared Use, Planned		Schools		Parks, Preserves, and Open Space
	Trail, Shared Use, Proposed		Bus Transit Centers		Unincorporated Thurston County
	Trail, Shared Use, Potential		Libraries		
	Route, On Street, Planned		Public Restrooms		
	Trail, Recreation, Existing		Trail Access Points		
	Trail, Recreation, Proposed		Trail Heads		
	Featured Trail on Map				

Woodland Trail - Olympia

Length: 3.8 miles

Types of Facilities: Shared-Use Trail

Lead Agency: The City of Olympia

Partners: The Woodland Trail Greenway Association, the City of Lacey, the City of Tumwater, Thurston County, Washington State Department of Transportation, and Washington State Department of General Administration

Description: The first two phases of the Olympia Woodland Trail are constructed on an abandoned Burlington Northern Santa Fe railroad corridor. Phase 3 and 4 will continue the regional trail to Tumwater Historic Park on Capitol Lake. The Lacey Woodland Trail will run from the Chehalis-Western Trail to Lacey's Woodland Creek Park. The trail is easily accessed from downtown Olympia and runs through the center of the City through a mixed deciduous-coniferous forest, Olympia neighborhoods, and commercial and retail land uses. The trail has broad community support including that of the Woodland Trail Greenway Association (WTGA). The WTGA has been instrumental in partnering with the City of Olympia throughout all stages of this trail's development process. To date it has pledged both monetary support and in-kind contributions of volunteer labor, including the planting of over 1,000 trees within the corridor.

Cost Estimate: \$12 million (Olympia Woodland Trail Master Plan, 1999)

Connections and Destinations: The Chehalis Western Trail, I-5 Bicycle Trail, Deschutes Valley Trail, Capitol Campus Capitol Lake recreational trails, Tumwater Historic Park, Watershed Park, proposed future Chamber's Lake Trail, and the cities of Lacey and Tumwater

Conditions and Recommendations:

(Recommendations are in bold)

The City of Olympia completed a comprehensive Olympia Woodland Trail Master Plan and Engineering Feasibility Studies (1999) and the project is currently identified in the 2025 Regional Transportation Plan. The Master Plan divided construction of this trail into four consecutive phases:

- ① Phase 1: This phase was completed in the summer of 2007. It included 1.8 miles of paved trail from Eastside Street to Dayton Street and the Eastside Street trailhead with parking, a shelter/restroom, water fountain, bicycle racks and a



Members of the community, staff, and elected officials celebrate the opening of Phase I of the Olympia Woodland Trail on August 7th, 2007. Photo by Julie McQuary.

kiosk. The ten foot wide paved trail also includes an adjacent three foot wide gravel path. It opened to trail users on August 7, 2007. A Transportation Enhancement grant helped fund acquisition of this abandoned railroad corridor and a WWRP Trail grant is helping to fund construction of the trail improvements.

- ② Phase 2: Construction of the trail from Dayton Street to the Chehalis Western Trail was completed in Autumn 2007. Phase 2 includes an interim non-motorized crossing island on Fones Road where the trail crosses this busy arterial. Olympia received a Transportation Enhancement grant to help fund the improvements to this railbanked section of the trail. A permanent crossing solution will be included with future road work on Fones Road. The Woodland Trail Greenway Association received a Regional Surface Transportation Program grant from TRPC to landscape a 3,000 foot stretch of trail, starting from the Chehalis Western Trail junction and proceeding west.
- ③ Phase 3: This development phase stretches from Eastside Street/ Watershed Park to Henderson Boulevard. Design work has not been completed and is not currently scheduled. The trail will need to cross Henderson Boulevard and cross the existing roundabout to continue towards Capitol Lake.
- ④ Phase 4: A short segment of the Woodland Trail has been constructed by the developer of Henderson Park as part of a planned commercial development. This segment extends from Henderson Boulevard to Hilltop Drive, and it is not yet open to the public. Phase 4 includes design and construction from Henderson Boulevard to Capitol Lake, and is not currently scheduled.



People started using the Woodland Trail immediately after its opening. Photo by Stacey Brewster.

Phases 3 and 4 will be costly due to challenging topography, hydrologic conditions and existing highway infrastructure along the ROW of this trail. A bridge is also required to span Capitol Lake to connect to the westernmost destination of this trail. Union Pacific Railroad approved a preliminary at-grade crossing as part of the master planning process, but this will likely have to be revisited at the time of design and construction. An alternate route along the eastern and southern edge of the south Capitol Lake basin should be explored. This route would connect to the Deschutes Valley Trail near the historic Olympia Brewing Company Brewhouse in Tumwater. This route would also require a bridge crossing. The City of Olympia plans to proceed with grants as local matching funds become available and staffing priorities are determined by the City Council. WSDOT helped fund the engineering and feasibility studies for these trail segments and formally approved the Olympia Woodland Trail Master Plan. WSDOT and Tumwater will be a partner on these future phases that could be constructed within WSDOT Interstate 5 ROW.



Rails to Trails: Phase 2 of the Olympia Woodland Trail from Dayton Street to the Chehalis Western Trail was completed in November 2007. Photo by Paul Brewster.

West Bay Trail

7



- Trail, Shared Use, Planned
- Trail, Shared Use, Proposed
- Route, On Street, Planned
- Route, On Street, Proposed
- Trail, Recreational, Existing
- Featured Trail on Map
- Existing Bike Routes**
- Bike Lane
- Commonly Used Local Roads
- Bicycle/Pedestrian Connection
- Nature Trails
- Active Railroad
- Local Streets
- Roundabouts
- Bus Transit Centers
- Public Restrooms
- Percival Landing
- Parks, Preserves, and Open Space



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West Bay Trail

Length: 1.5 miles

Type of Facility: Shared-Use Trail

Lead Agency: City of Olympia

Partners: Port of Olympia, Washington Department of Fish and Wildlife

Description: The West Bay Trail will provide immediate access to the marine waterfront environment. Combined with the north-south Deschutes Parkway, the Deschutes Valley Trail and the Woodland Trail, this corridor will provide significant access to recreational and transportation opportunities. The waterfront trail will provide views of Olympia's waterfront, the Capitol Campus, the Olympic Mountains, and wintertime bird viewing opportunities previously not afforded to area birders.

Cost Estimates: A West Bay Park and Trail Master Plan has not yet been completed. Phase 1 estimate is \$1.07 million.

Connections and Destinations: Future West Bay Park, Garfield Nature Trail, Woodard Avenue Neighborhood Trail, Capitol to Capitol Trail, Heritage Park, Deschutes Parkway, Marathon Park, downtown Olympia, Percival Landing, and the Deschutes Valley Trail, Woodland Trail, west Olympia neighborhoods

Conditions and Recommendations:

(Recommendations are in bold)

The City of Olympia is presently negotiating with Burlington Northern Santa Fe Railway for the acquisition of ROW of this inactive railroad corridor. This corridor will develop as a shared-use trail and waterfront park.

- ① Raft Avenue to Schneider Creek - The alignment of the trail adjacent to the waterfront is the long-term vision for this trail corridor. The northern segments are undeveloped and would be constructed with redevelopment of the former Hardel's Mutual Plywood site. The City of Olympia will oversee development of a waterfront shared-use trail along this property and properties to the south. The proposed Woodard Avenue pedestrian trail would provide much needed direct access to the West Bay Trail and Park for residents in West Olympia neighborhoods.
- ② Brown-Minneapolis Tank Company Vicinity – **The West Bay Trail should align with future on-street facilities along West Bay Dr. along the property of the Brown-Minneapolis Tank Company (former Reliable Steel site). As redevelopment opportunities arise, the City of Olympia should require and oversee development of a waterfront shared-use trail.**
- ③ Brawne Avenue Vicinity - West Bay Park Phase 1: The City of Olympia received an Interagency Committee for Outdoor Recreation (IAC) Aquatic Lands Enhancement Account for \$708,457 for shoreline restoration and 757 feet of trail construction. The City was awarded an additional

IAC Washington Wildlife and Recreation Program Grant for \$366,134 to complete landscaping, a small boat launch, and 950 feet of trail. A partnership with local Rotary Clubs will also contribute a developed overlook, hand held boat launch and other improvements to be included in this phase. Phase 1 improvements are scheduled to be completed by 2008 and may begin independently of railroad ROW acquisition.

- ④ Port Lagoon to 5th Avenue Bridge - The Port Lagoon is a remnant of the original marine tidelands habitat for Budd Inlet. This site serves as wildlife habitat mitigation for the Port of Olympia's development of Swantown. A West Bay Habitat Assessment study (Thurston Regional Planning Council, 2000) suggested that further development of the shoreline from the 5th Avenue Bridge to the current Minneapolis-Brown Tank Company property could contribute to further declines in the numbers of birds utilizing this habitat unless measures to restore habitat and mitigate the influence of human activities along the shoreline are taken. **The City of Olympia, the Port of Olympia, and the Washington State Department of Fish and Wildlife should evaluate effective measures to provide a balance between wildlife management and multi-use trail activities. Additional efforts to evaluate the structural integrity and feasibility of the existing trestles for purposes of supporting shared-use trail activities should occur once the City acquires the necessary ROW.**



View of the future West Bay Trail Corridor as seen looking north from the 4th Avenue Bridge. The Port Lagoon to the left of the trestle provides winter habitat for waterbirds. Photo by Paul Brewster.



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

1 Miles

0.5

0

Disclaimer
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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 5th 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/5th 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.**

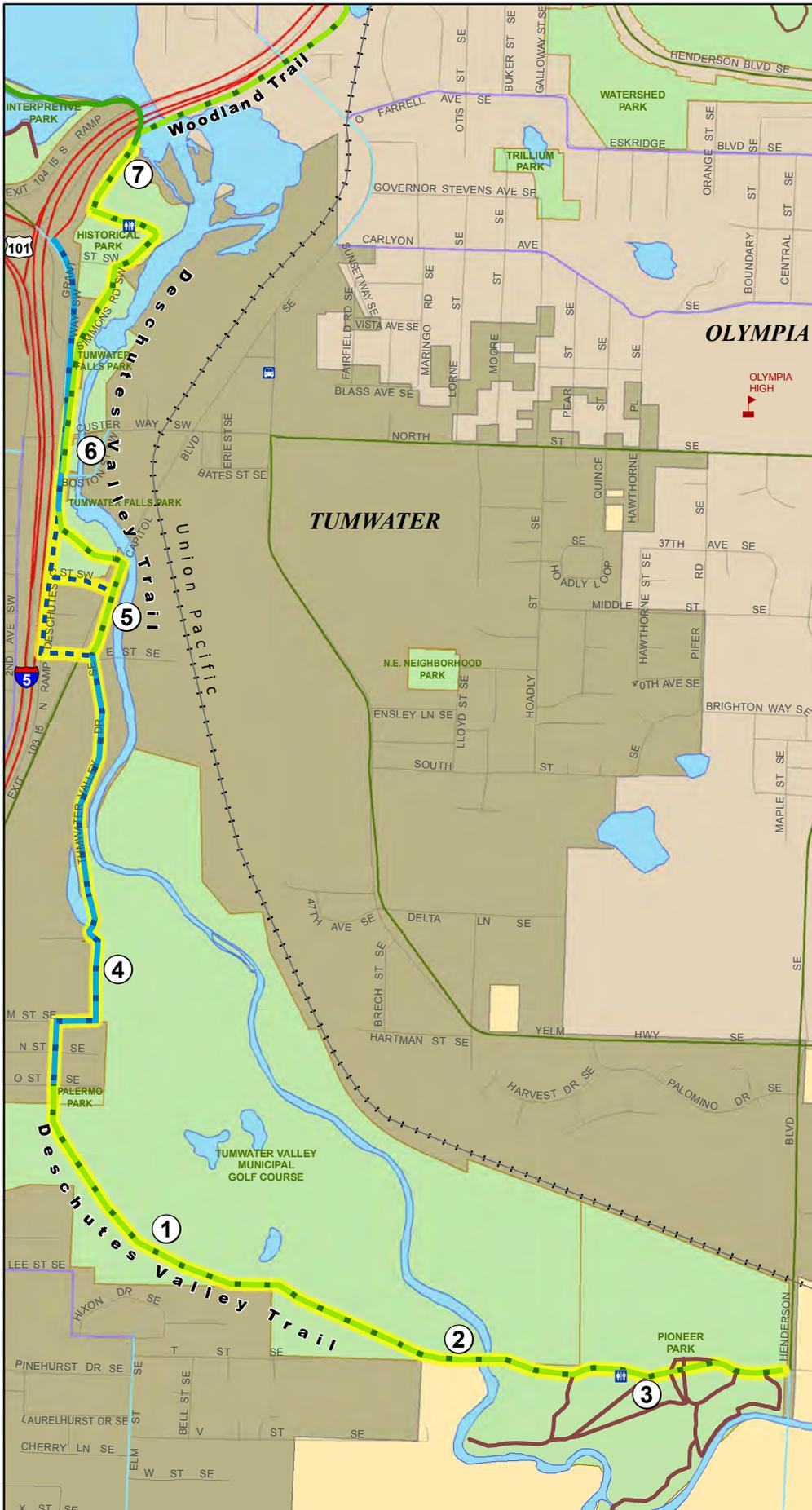
- ② **Heritage Park - Trail stakeholders should consider the construction of a pronounced trail kiosk or large ceramic sign illustrating the existing and proposed regional trail connectivity around Capitol Lake at Heritage Park. The Capitol Campus Design Advisory Committee would review the design and 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.

Deschutes Valley Trail

9



- Trail, Shared Use, Existing
 - Trail, Shared Use, Planned
 - Route, On Street, Planned
 - Route, On Street, Proposed
 - Trail, Recreational, Existing
 - Featured Trail on Map
- Existing Bike Routes**
- Bike Lane
 - Wide Shoulder
 - Commonly Used Local Roads
 - Bicycle/Pedestrian Connection
 - Bicycles Forbidden
 - Active Railroad
 - Local Streets
 - Schools
 - Bus Transit Centers
 - Public Restrooms
 - Urban Growth Areas
 - Parks, Preserves, and Open Space
 - Unincorporated Thurston County

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Deschutes Valley Trail

Length: 3 miles

Type of Facilities: Shared-Use Trail and On-Street Facilities

Project Lead: City of Tumwater

Project Partners: Olympia Tumwater Foundation, Woodland Trail Greenway Association, City of Olympia, Washington State Department of General Administration, Washington State Department of Transportation, Washington Department of Fish and Wildlife

Description: The Deschutes Valley Trail will serve as Tumwater’s primary connection to the Regional Trail Network. It will connect to multiple recreational, historical, and other geographical destinations. The trail spans north-south through the center of Tumwater in the Deschutes River Valley providing residents valued recreational and transportation opportunities. Trail users could follow the flow of Deschutes River from Henderson Boulevard to the Tumwater Falls, Capitol Lake, and the Puget Sound via this regionally significant trail corridor.

Cost Estimates: \$600,000 for Phase 1. No additional cost estimates are available.

Connections and Destinations: Pioneer Park, Tumwater Valley Municipal Golf Course, Palermo Pocket Park, Valley Athletic Club, Tumwater Falls Park, Tumwater Historic Park, Historic Tumwater Brewhouse, Capitol Lake Interpretive Center, Deschutes Parkway, Marathon Park, Heritage Park, the future West Bay Park and Trail, Woodland Trail, the proposed Percival Canyon Trail, Deschutes River, Capitol Lake, Budd Inlet, and downtown Olympia.

Policy Considerations:

The *Shoreline Master Program for the Thurston Region, Section 9, Deschutes River Special Area Management Plan* (SAMP) includes policies and a preferred vision that currently precludes multi-use trail development and activities along portions of the City’s preferred alignment for the Deschutes Valley Trail. At such time as the City updates its Shoreline Master Program, it will be possible to reevaluate the recreational, wellness promotion, and non-motorized transportation benefits this multi-use trail could provide Tumwater residents and other trail users.

Conditions and Recommendations:

(Recommendations are in bold)

- ① Tumwater Municipal Golf Course Pro Golf Shop to East T Street - Phase 1: The City of Tumwater has secured a \$308,601 Regional Surface Transportation Program Grant from TRPC that is matched with \$288,399 in local funds, and a \$3,000 match and 100 hours of volunteer labor from the Woodland Greenway Trail Association (\$600,000 total) to design and construct Phase 1. This phase would provide an on-street pathway from the Tumwater Valley Pro Golf Shop south through Palermo Avenue to Palermo Park. From Palermo Park to the end of East T Street, a 12’ wide paved shared-use trail would follow the southern boundary of city property through the Tumwater Valley Golf Course. **The trail would meander around the tree line,**

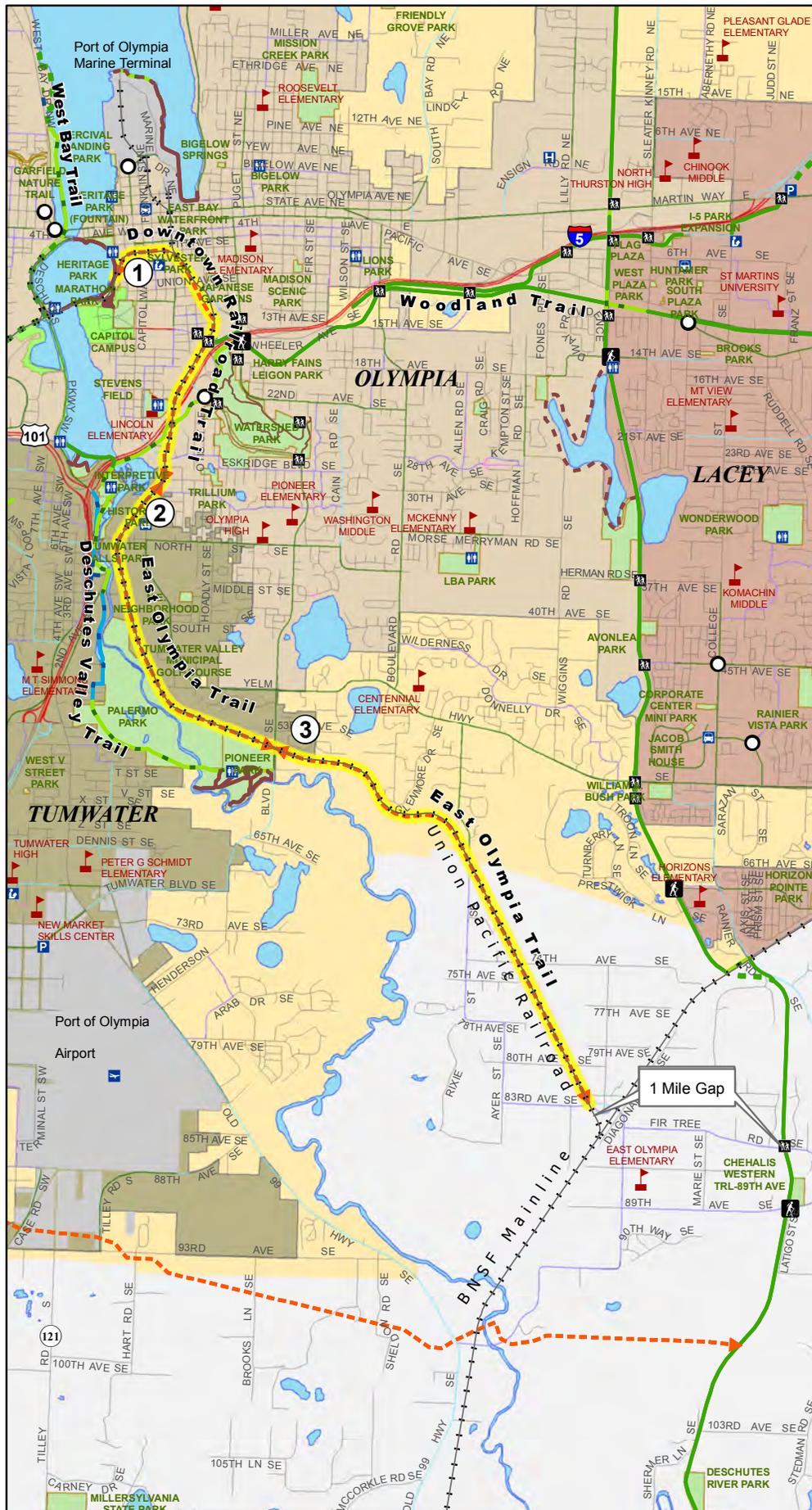
but additional safety measures should be considered that would prevent rare, but potential flying golf ball incidents. A connection from the trail to T Street would provide residential access to the trail. Phase 1 construction is scheduled to begin in 2008 and be completed by 2009. The remaining segments of this trail are unfunded and require additional planning and design.

- ② Deschutes River Crossing at Pioneer Park - Washington State Department of Fish and Wildlife (WDFW) plans to construct a fish hatchery at Pioneer Park. WDFW has indicated a willingness to explore the feasibility of constructing a bicycle and pedestrian bridge across the Deschutes River, and is negotiating with City of Tumwater to utilize this bridge as part of the trail to connect to Pioneer Park. Opportunities to foster environmental awareness through riparian fish and wildlife interpretation are also being evaluated near the future fish hatchery site.
- ③ Pioneer Park - The trail would continue east across the Deschutes River and connect with existing nature trails in Tumwater's Pioneer Park. Pioneer Park's existing amenities make this park a suitable trailhead. **A kiosk and wayfinding signage should be provided to orient users to the trail.**
- ④ Tumwater Municipal Golf Course - From the Tumwater Pro Golf Shop, trail users could proceed north on future on-street bicycle and pedestrian facilities on Tumwater Valley Drive to E Street. A narrow paved pedestrian path currently exists, but would require upgrading to current City of Tumwater street standards to provide sufficient capacity for trail users.
- ⑤ E Street to Tumwater Falls Park - From E Street, a paved shared-use trail would nestle between Capitol Boulevard and the Deschutes River and enter Tumwater Falls Park under the Capitol Boulevard Bridge. **Planning and coordination between the Olympia Tumwater Foundation and the City of Tumwater would be required. An easement, defining acceptable levels of trail use, and discussions of safety and security concerns are issues for Tumwater Fall's Park.** An alternative approach or detour could be provided via on-street routes at E Street and C Street with marked street crossings or pedestrian refuge islands. A non-motorized facility along Deschutes Parkway could be an alternative to using the river bank and entering Tumwater Falls Park.

- ⑥ Tumwater Falls Park to Tumwater Historic Park - The trail would resume as a shared-use trail north of the Boston Street Bridge from Tumwater Falls Park. Future sidewalk and bike lanes would provide connectivity between the park exit and the trail. The trail would proceed north to Tumwater Historic Park and enter the park via Simmons Road. The City is evaluating design options for reconfiguring non-motorized access through the park entrance on Simmons.
- ⑦ Tumwater Historic Park - More work is needed to determine the final alignment through Tumwater Historic Park. **Consideration among the project partners should be given for evaluating the trail connecting to the Historic Brewhouse, the Woodland Trail, and the State Capitol Lake Interpretive Center Trail.**

Downtown Railroad Trail and East Olympia Trail

10



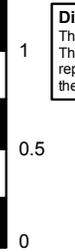
- Trail, Shared Use, Existing —
- Trail, Shared Use, Planned —
- Trail, Shared Use, Proposed - - -
- Trail, Shared Use, Potential <- - - - ->
- Route, On Street, Planned —
- Route, On Street, Proposed - - -
- Trail, Recreational, Existing —
- Trail, Recreational, Planned - - -
- Featured Trail on Map —

Existing Bike Routes

- Bike Lane —
- Wide Shoulder —
- Commonly Used Local Roads —
- Bicycle/Pedestrian Connection —

4 Miles

- Bicycles Forbidden —
- Active Railroad + + +
- Local Streets —
- Roundabouts ○
- Schools Ⓜ
- Bus Transit Centers Ⓜ
- Hospitals Ⓜ
- Libraries Ⓜ
- Olympia Regional Airport Ⓜ
- Park & Ride Lots Ⓜ
- Public Restrooms Ⓜ
- Trail Access Points Ⓜ
- Trail Heads Ⓜ
- Train Station Ⓜ
- Port of Olympia Ⓜ
- Urban Growth Areas Ⓜ
- Parks, Preserves, and Open Space Ⓜ
- Unincorporated Thurston County Ⓜ



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Downtown Railroad Trail and East Olympia Trail

Downtown Railroad Trail: 2 miles

East Olympia Trail: 5.4 miles

Type of Facility: Shared-Use Trails, Potential

Partners: City of Olympia, City of Tumwater and Thurston County, Port of Olympia, Tacoma Rail, Tri-City Railroad Company, and Olympia Railroad Company, Union Pacific (UP), Burlington Northern Santa Fe Railway Company (BNSF)

Description: This potential trail corridor consists of two trails, the Downtown Railroad Trail and the East Olympia Trail (formerly referred to as the Deschutes Valley Trail in the *1993 Urban Trails Plan*). This corridor could connect downtown Olympia with Tumwater and provide a potential connection to the Chehalis Western Trail and the proposed Percival Canyon and Black Lake Trails (see Map 14). Development of this trail corridor is contingent on the long-term demand for rail service to the Port of Olympia and the Mottman industrial area in northwest Tumwater.

The *2025 Regional Transportation Plan* (Thurston Regional Planning Council, 2003) stated goal for freight by rail is to “Ensure the long-term viability and continued use of existing rail lines in the region for freight and passenger rail travel.” The region’s ability to ship freight by rail remains a priority. This rail corridor is significant for its connection to intermodal transfer facilities at the Port of Olympia, allowing the region’s freight customers to ship products and commodities by ship, truck, or train. This corridor is an active and viable rail line and is the only active rail connection between the BNSF mainline, the Port of Olympia, and the Mottman industrial area. Future potential industrial development at the former Olympia Brewery property could also utilize this active railroad. Three railroad branches are dependent on or connected to this corridor:

- **East Olympia Branch** (Olympia Industrial Lead) is owned by Union Pacific and runs from the mainline junction at East Olympia near Rich Road and 83rd Avenue SW, and continues through Tumwater into downtown Olympia, just north of Olympia Avenue.
- **Port of Olympia Branch** continues north from the East Olympia Branch into the Port of Olympia Marine Terminal. It is owned by the Port of Olympia and operated by Tri-City and Olympia Railroad. This branch handles a number of commodities for the Port’s customers. Freight is collected by the Port’s operator, conveyed down the line where it is often temporarily stored on tracks behind Olympia’s Post Office, then picked up by Tacoma Rail for connections with BNSF and UP.
- **Olympia-Mottman Branch** is owned by BNSF and runs from downtown Olympia near the intersection of 11th Avenue and Plum Street. It continues in a tunnel under downtown Olympia, emerging near the eastern shore of Capital Lake and Heritage Park. It crosses the lake and continues in a west-southwesterly direction up Percival Canyon into the Mottman Industrial Area, and then south to approximately 81st Ave SW near the south end of Black Lake (see Map 14).

Tacoma Rail Capitol Division provides rail service to 6 customers on the Olympia-Mottman Branch. It is part of Tacoma Rail Capitol Division's East Olympia Belmore Line. Tacoma Rail Capitol Division staff states that they ship lumber, bricks, glass, steel, food- and industrial-grade plastics, and corn syrup to customers located in the Mottman Industrial Area. Tacoma Rail provides service on this line on Monday, Wednesday and Friday.

Cost Estimate: Not determined as this is still an active rail corridor

Connections and Destinations: Capitol Campus, Capitol Lake, Heritage Park, Downtown Olympia, Tumwater, Tumwater Historic Brewhouse, Pioneer Park, Woodland Trail, Chehalis Western Trail, East Olympia Elementary School

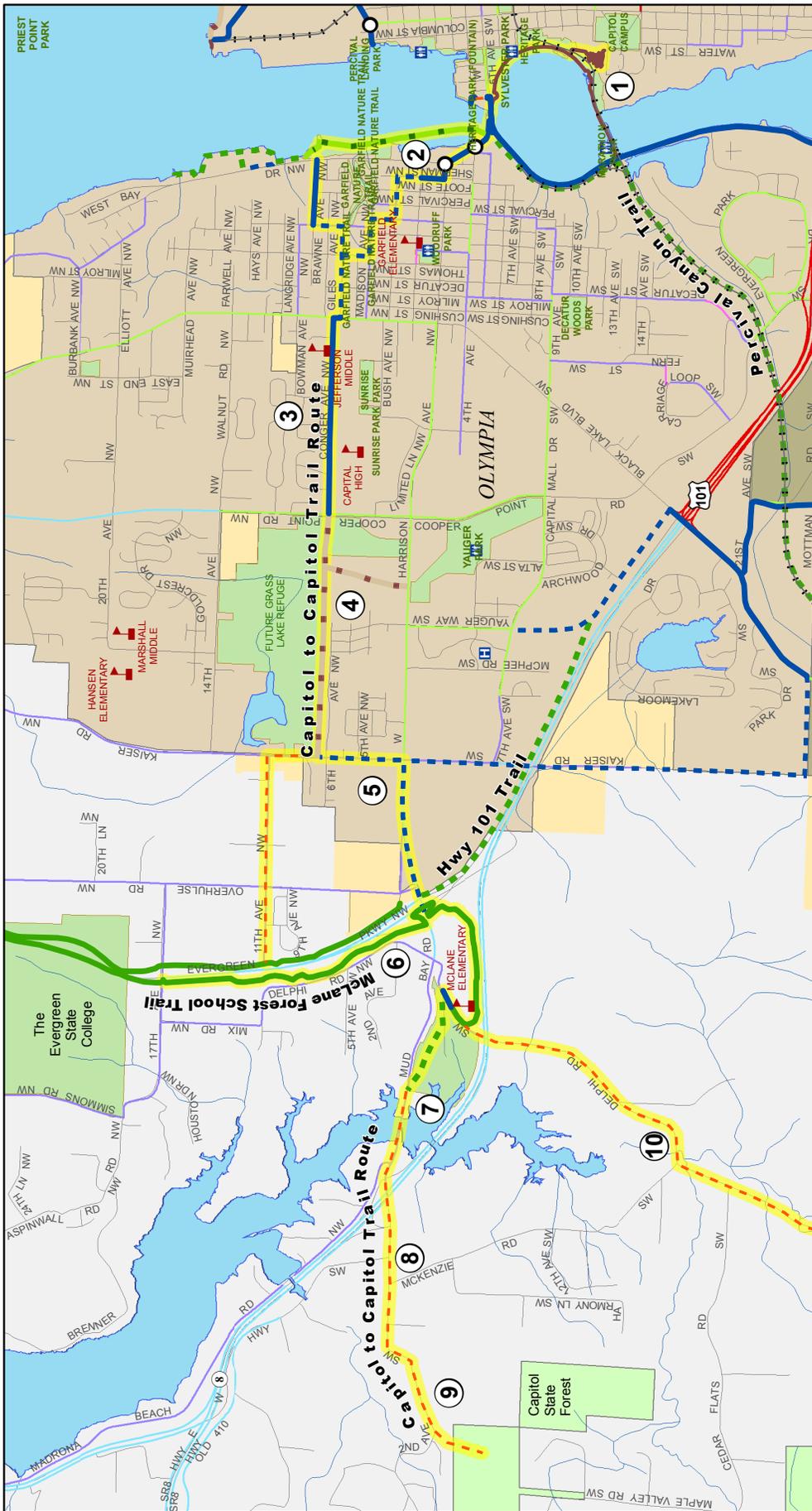
Conditions and Recommendations:

(Recommendations are in bold)

Development of all segments of this trail corridor is dependent on abandonment or negotiated shared-use of the rail ROW. A review of the long term use of this corridor by current and potential rail customers will help local agencies determine the effectiveness of the corridor for shared-use trails. There may be sufficient ROW to develop a shared-use trail along sections of this corridor. **If UP and BNSF propose upgrades to the rail corridor and the existing tunnels, trail stakeholders should initiate discussions with the rail companies to determine the feasibility of development of trail facilities within this corridor. More research is required to review possible joint rail with trail use.**

- ① The Olympia Railroad Trail was proposed in the *1993 Urban Trails Plan* and is identified as part of Olympia's Open Space Network in *Olympia's Parks, Arts and Recreation Plan (2002)*. The preferred alignment for this trail is the railroad ROW on the Olympia-Mottman Branch from Heritage Park, through the train tunnel under downtown Olympia, and then along the UP line to Tumwater city limits. **Existing tunnels pose significant concerns for rail operators regarding operational security of the facilities as well as trail user safety. These issues need to be assessed and addressed should trail use be considered along this corridor.**
- ② Olympia/Tumwater City Limits to Henderson Boulevard - The East Olympia Trail was identified in the *1993 Urban Trails Plan* as preferred alignment of the Deschutes Valley Trail (T10A). The current preferred alignment of the Deschutes Valley Trail is shown on Map 9. The East Olympia trail would start at the Olympia/Tumwater city limits and proceed along the rail line to Henderson Boulevard.

- ③ Pioneer Park to Chehalis Western Trail - The three mile stretch of rail ROW from Pioneer Park at Henderson Boulevard to Rich Road could provide connectivity between the Deschutes Valley Trail (Map 9) and the Chehalis Western Trail (Map 3). This would leave only a one mile gap between the potential East Olympia Trail and the Chehalis Western Trail, which could be filled with the construction of a wide shoulder on Fir Tree Road. **Installation of wayfinding and bike route signs would be required to alert trail users and motorists of multi-use travel along this link. Thurston County is the recommended lead agency for this potential trail segment. This plan recommends a review of the ROW width to explore the feasibility of a shared rail-with trail corridor.**



Capitol to Capitol Trail Route

Trail, Shared Use, Existing (Solid Green Line)

Trail, Shared Use, Planned (Dashed Green Line)

Trail, Shared Use, Proposed (Dotted Green Line)

Route, On Street, Existing (Solid Blue Line)

Route, On Street, Proposed (Dashed Blue Line)

Trail, Recreational, Planned (Solid Brown Line)

Trail, Recreational, Proposed (Dashed Brown Line)

Alternate Route, Potential (Dotted Brown Line)

Featured Trail on Map (Thick Yellow Line)

Roundabouts (Circle with 'R')

School/Urban (Red Square)

Hospitals (Blue Square)

Public Restrooms (Blue Square)

Urban Growth Areas (Yellow Shaded Area)

Parks, Preserves, and Open Space (Green Shaded Area)

DNR Managed Lands (Light Green Shaded Area)

Unincorporated Thurston County (Light Blue Shaded Area)

Bike Lane (Thin Green Line)

Wide Shoulder (Thin Blue Line)

Commonly Used Local Roads (Thin Purple Line)

Bicycle/Pedestrian Connection (Thin Pink Line)

Bicycles Forbidden (Thin Red Line)

Active Railroad (Thin Black Line with cross-ticks)

Local Streets (Thin Grey Line)

1 Miles (Scale Bar)

0.5 (Scale Bar)

0 (Scale Bar)

1 (Scale Bar)

11 (Route Marker)

TRPC (Thurston Regional Planning Council Logo)

Capitol to Capitol Trail Route

Length: 10 to 14 miles

Type of Facility: Combination of Shared-Use Trails, Bicycle Lanes, Sidewalks, and Recreational Trails

Partners: The McLane School Forest and Trails Committee, City of Olympia, Thurston County, Olympia School District, Washington State Department of Transportation (WSDOT), Washington State Department of General Administration, and Washington State Department of Natural Resources (DNR), The Evergreen State College

Description: The Capitol to Capitol Trail is a proposed east-west route that uses existing, planned and proposed trails and on-street facilities to create a recreational corridor between the State Capitol and the State Capitol Forest. The proposed corridor would be a designated and signed route connecting northwestern Thurston County and west Olympia neighborhoods with downtown Olympia, the Capitol Campus and the Capitol State Forest. This corridor would provide a familiar and predictable route and increase non-motorized transportation and recreation options for west Olympia and the Mud Bay vicinity.

Cost Estimates: No cost estimates available

Connections and Destinations: downtown Olympia, State Capital Campus, Heritage Park, Future West Bay Park and West Bay Trail, Northwest Olympia and County Neighborhood, Grass Lake Refuge, Yauger Park, McLane Forest Trail, Evergreen Parkway Trails, proposed Highway 101 Trail, Capitol Forest, The Evergreen State College, and Garfield, Jefferson, Capital, Hanson, Marshall, and McLane public schools.

Conditions and Recommendations:

(Recommendations are in bold)

- ① Heritage Park - This trail would start from the Heritage Park Hillside Trail. **A kiosk or sign for the Capitol to Capitol Trail Route should be considered at Heritage Park** (see Map 8, No. 2).
- ② All Partners: Install wayfinding or directional signs along the entire route to orient users to the route's course. Users would have the option at the Deschutes Parkway pedestrian crossing to traverse the switchback sidewalk up through the roundabouts and continue into the Northwest Olympia neighborhood, or travel north along the water's edge on the future West Bay Trail.
- ③ Heritage Park to Cooper Point Road - West Bay Trail users would travel west along Brawne Avenue, and the on-street route would converge back at Conger Avenue and proceed along existing bike lanes and sidewalks to Cooper Point Road. **Conger Avenue should be considered for a sidewalk under the City of Olympia's Recreational Sidewalk Program.** Trail users would cross the intersection at the existing traffic signal.
- ④ Cooper Point Road to Kaiser Road - The route would continue at the future east-west recreation trail along the southern edge of the Grass Lake Refuge. The 1997 Grass Lake Master Plan includes an east-west trail running from the intersection of Cooper Point Road and Conger to

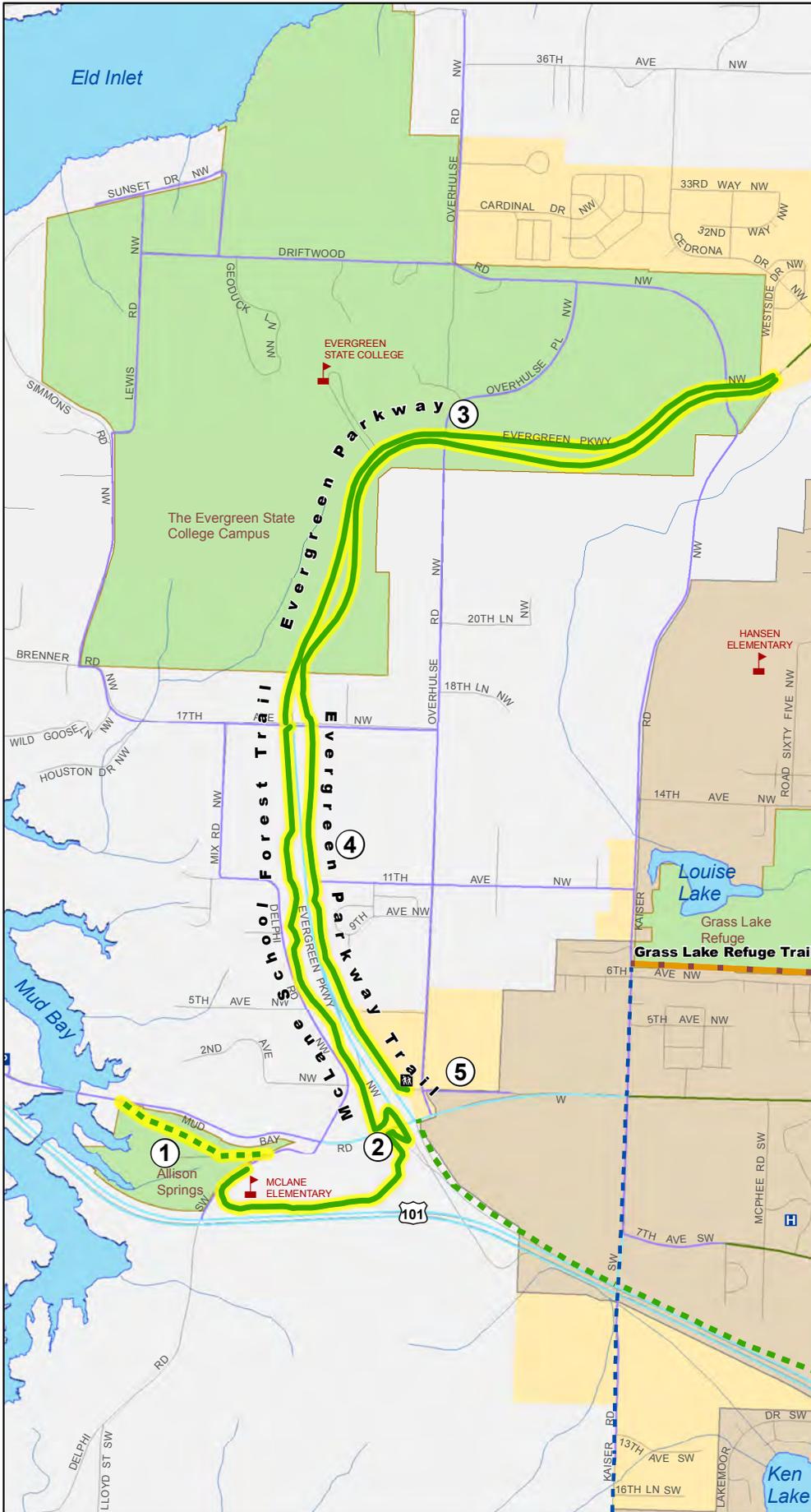
Kaiser Road. Class I and II wetlands in the southeast corner of the refuge necessitate that the trail near these areas be constructed with boardwalks and other low-impact environmentally sensitive trail construction techniques. The trail will provide a pedestrian connection mid-way between Mud Bay Road and 14th Avenue, improving walking connections to Capitol High School and commercial activity centers from neighborhoods west of Grass Lake Refuge. Having a designated trail will reduce the likelihood of park users straying from the trail and disturbing valued habitats. This trail will connect with a future north-south trail linking Grass Lake Refuge and Yauger Park. It may be an appropriate link in the Capitol to Capitol Trail because much of the alignment is within previously disturbed uplands and near residential developments so the habitat values are not as high in other areas within the refuge. The City of Olympia anticipates constructing a bike lane and sidewalk on 14th Avenue NW in the next 6 years. 14th Avenue could provide an alternative for those bicyclists looking for an express route around the refuge.

- ⑤ Grass Lake Refuge to Harrison Avenue - The trail would emerge from Grass Lake Refuge, utilizing future sidewalks and bike lanes on Kaiser Road and Harrison Avenue. Trail users could proceed west on Harrison Avenue to the McLane School Forest Trail. **Wayfinding signs should orient users to Harrison Avenue.**
- ⑥ Alternative Trail Alignment, 11th Avenue – Trail users may desire a more direct route to The Evergreen State College Campus and could proceed north on Kaiser Road to 11th Avenue. **The 11th Avenue alternative route would require wayfinding signage and “Share the Road” traffic signs if this segment is selected as part of the preferred alignment.** 11th Avenue connects to an Evergreen Parkway Trail that runs north south along the Parkway (See Map 12). Trail users can cross the Evergreen Parkway at 17th Avenue or at the property boundary of The Evergreen State College at an existing pedestrian refuge island crossing.
- ⑦ The McLane School Forest Trail and the Evergreen Parkway Trail (see Map 12) provide routes to The Evergreen State College and McLane Elementary School. Trail users would use the designated McLane Trail overpass on The Evergreen Parkway to cross Harrison Avenue to access the southern end of the McLane Trail and continue traveling west.

- ⑧ Allison Springs Proposed McLane School Forest Trail Extension - A proposed extension for the McLane Forest School Trail through Allison Springs would extend a shared-use path to Mud Bay Road. More work is required to evaluate this proposal. **The City of Olympia should complete a feasibility study to determine the viability for a proposed shared-use trail through the environmentally sensitive Allison Springs Wellhead Area.**
- ⑨ Alternative Trail Alignment, 2nd Avenue - More research is needed to determine if the route would continue along Mud Bay Rd and 2nd Avenue SW. There are no bike lanes, sidewalks, or wide shoulders along this rural segment of the proposed route, and Thurston County and WSDOT would need to evaluate bicycle and pedestrian safety options. An easement or some type of ROW acquisition is necessary to access Capitol Forest from 2nd Avenue. The trail could connect to an existing spur of the B-Line forest road. DNR currently has no plans to develop this vicinity of the State Capitol Forest into a recreation facility. **A minimum of a kiosk and picnic table is desirable.** This trail could also be accessed from the south via Maple Valley Road SW.
- ⑩ Alternative Trail Alignment, Delphi Road - Delphi Road provides direct access to the State Capitol Forest McLane Forest Nature Trail. This park is a suitable destination with existing park facilities including nature trails and a toilet. Delphi Road currently lacks bicycle and pedestrian facilities. In 2007 Thurston County received a \$810,000 Rural Arterial Improvement Program Grant to upgrade Delphi Road with wide shoulders from McKenzie Road SW to US 101. Delphi Road experiences higher traffic volumes than 2nd Avenue, making this facility a more likely candidate for future roadway shoulder widening and other horizontal and vertical alignment corrections that may provide a safer route into Capitol Forest. More research and analysis is required to determine the final alignment of this corridor. **Alternative analysis for all scenarios is recommended as a follow up work item for the partners of this proposed trail route project.**

McLane School Forest Trail and Evergreen Parkway

12



- Trail, Shared Use, Existing
 - Trail, Shared Use, Proposed
 - Route, On Street, Proposed
 - Trail, Recreation, Planned
 - Featured Trail on Map
- Existing Bike Routes**
- Bike Lane
 - Wide Shoulder
 - Commonly Used Local Roads
 - Bicycle/Pedestrian Connection
 - Bicycles Forbidden Local Streets
- Schools
 - Hospitals
 - Park & Ride Lots
 - Trail Access Point
 - Urban Growth Areas
 - Parks, Preserves, and Open Space
 - Department of Defense Lands
 - Unincorporated Thurston County

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McLane School Forest Trail and Evergreen Parkway Bicycle Paths

McLane School Forest Trail Length: 1.9 miles existing and 0.5 miles proposed

Evergreen Parkway Bicycle Path Length: 4.25 miles

Type of Facility: Existing Shared-Use Trail and Bike Paths

Partners: Thurston County, The Evergreen State College, McLane Forest/School Trails Committee, Olympia School District, Washington State Department of Transportation

Description: The McLane School Forest Trail, the original Evergreen Parkway bike path and the Evergreen Parkway through the Evergreen State College Campus provide residents of northwest Olympia and unincorporated Thurston County access to nearly seven miles of shared-use trail or bike paths. The McLane Trail was the vision of former Secretary of State Ralph Munro and the McLane School Forest Committee. McLane Elementary School students and community volunteers have planted hundreds of trees and daffodils along the southwest corner of the Evergreen Parkway and a trail now showcases the fruits of their labor. This forested trail includes wildlife ponds, woodlands, and a jersey barrier separated crossing along the Evergreen Parkway Bridge to travel across Harrison Avenue/Mud Bay Road.



McLane Elementary School students participate in the ribbon cutting ceremony of the McLane School Forest Trail, January 2006. Photo courtesy of Washington State Department of Transportation.

Cost Estimates: Most of these facilities are complete. Cost estimates for the proposed McLane School Forest Trail extensions are unknown and require a feasibility study or design and engineering.

Connections and Destinations: The Evergreen State College, McLane Forest and Elementary School, numerous northwest Olympia and unincorporated Thurston County neighborhoods.

Conditions and Recommendations:

(Recommendations are in bold)

- ① Proposed McLane School Forest Trail extension, Allison Springs - The McLane School Forest Trail Committee has proposed an extension of the trail through the Allison Springs wellhead protection area. **The City of Olympia should conduct a feasibility study to evaluate the opportunities for a trail through this environmentally sensitive area.** This segment would extend the McLane Trail from the school driveway, through Allison Springs to Mud Bay Road. The McLane trail is a significant link in the proposed Capitol to Capitol Trail Route (see Map 11).

- ② McLane Elementary School Driveway to the Evergreen State College Campus - This segment of trail is paved and is open for public use. This trail provides seamless non-motorized connectivity between The Evergreen Parkway and Mud Bay Road. Community volunteers and McLane Elementary School students planted thousands of shrubs, trees, and plants along this corridor. The frequency of benches and the varying landscapes make this make this relatively short trail a perfect destination for a stroll any day of the week. Limited parking is available along 17th Avenue and near McLane Elementary School.
- ③ Evergreen Parkway, Kaiser Road to southern limits of The Evergreen State College Campus - In 2005, the Evergreen State College completed construction on its Evergreen Parkway Modernization Project. A single travel lane was removed from each side of the parkway and converted into planter strips and a combined bicycle and pedestrian path. Although these facilities aren't suitable for the same variety of multi-use trail activities supported by shared-use trails like in-line skating and horseback riding, they are landscaped and are suitable for walking, running, bicycling, and pushing strollers. These facilities extend the usefulness of this corridor. The modernization project successfully increased the recreation and transportation options for this corridor's neighboring residents and non-motorized users. In 2006, The Evergreen State College completed the construction of a non-motorized refuge crossing at the southern entrance to its campus.
- ④ Evergreen Parkway, southern limits of The Evergreen State College Campus to 2nd Avenue NW - The aging shared-use path along the East side of the Evergreen Parkway is in need of maintenance. This trail is over 20 years old; is buckled and cracked from tree roots; and the trail's edge is deteriorating from encroaching vegetation. **Thurston County should assess the condition of this trail and determine what improvements are required to increase its usefulness. In addition, Thurston County should partner with The Evergreen State College to link this trail into the new Evergreen Parkway bicycle paths.**
- ⑤ Harrison Avenue – 2nd Avenue NW Non-Motorized Connection – City of Olympia plans to upgrade Harrison Avenue with bicycle lanes and sidewalks. **The City should evaluate options for connecting future on-street facilities with 2nd Avenue to improve the non-motorized connection to the older Evergreen Parkway Trail.**



Former Secretary of State Ralph Munro enjoys a stroll along the freshly paved McLane School Forest Trail. Photo courtesy of Washington State Department of Transportation.



Highway 101 Trail

- Trail, Shared Use, Existing** (Solid Green Line)
- Trail, Shared Use, Proposed** (Dashed Green Line)
- Route, On Street, Proposed** (Blue Dashed Line)
- Trail, Recreational, Planned** (Orange Dashed Line)
- Featured Trail on Map** (Yellow Dashed Line)
- Existing Bike Routes:**
 - Bike Lane (Green Line)
 - Wide Shoulder (Blue Line)
 - Commonly Used Local Roads (Purple Line)
 - Bicycle/Pedestrian Connection (Pink Line)
 - Bicycles Forbidden (Red Line)
 - Active Railroad (Black Line with cross-ticks)
 - Local Streets (Grey Line)

- Schools** (Red Triangle)
- Bus Transit Centers** (Blue Square with 'H')
- Hospitals** (Blue Square with 'H')
- Park & Ride Lots** (Blue Square with 'P')
- Public Restrooms** (Blue Square with 'R')
- Trail Access Point** (Black Square with 'X')

- Urban Growth Areas** (Yellow Shaded Area)
- Parks, Preserves, and Open Space** (Green Shaded Area)
- DNR Managed Lands** (Light Green Shaded Area)
- Unincorporated Thurston County** (Light Yellow Shaded Area)



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Highway 101 Trail

Length: 1.2 miles

Type of Facility: Shared-Use Trail

Partners: City of Olympia and Washington State Department of Transportation (WSDOT)

Description: The proposed Highway 101 Trail runs from Harrison Avenue near the Hwy 101 interchange to the City of Olympia's proposed Yauger Way Extension. This trail would provide a non-motorized route between The Evergreen State College and South Puget Sound Community College (SPSCC) through a combination of shared-use trails and on-street facilities. It could also provide a safe route to school for students traveling to and from McLane Elementary School.

Cost Estimates: Cost estimates are unknown and feasibility is contingent on outcomes of The West Olympia Access Study and future private development opportunities.

Connections and Destinations: The Evergreen State College, South Puget Sound Community College, West Olympia businesses and churches, Capital Medical Center, McLane Elementary School, McLane School Forest Trail, numerous northwest Olympia and unincorporated Thurston County neighborhoods, and the proposed Percival Canyon and Black Lake Trails

Conditions and Recommendations:

(Recommendations are in bold)

This proposed trail was identified in the *1993 Urban Trails Plan* as the Evergreen-Highway 101 Trail and is also included in the City of Olympia's Parks, Arts, and Recreation Plan as part of its Open Space Network.

This trail should be jointly pursued and financed by partnerships between City of Olympia, WSDOT, and private partners.

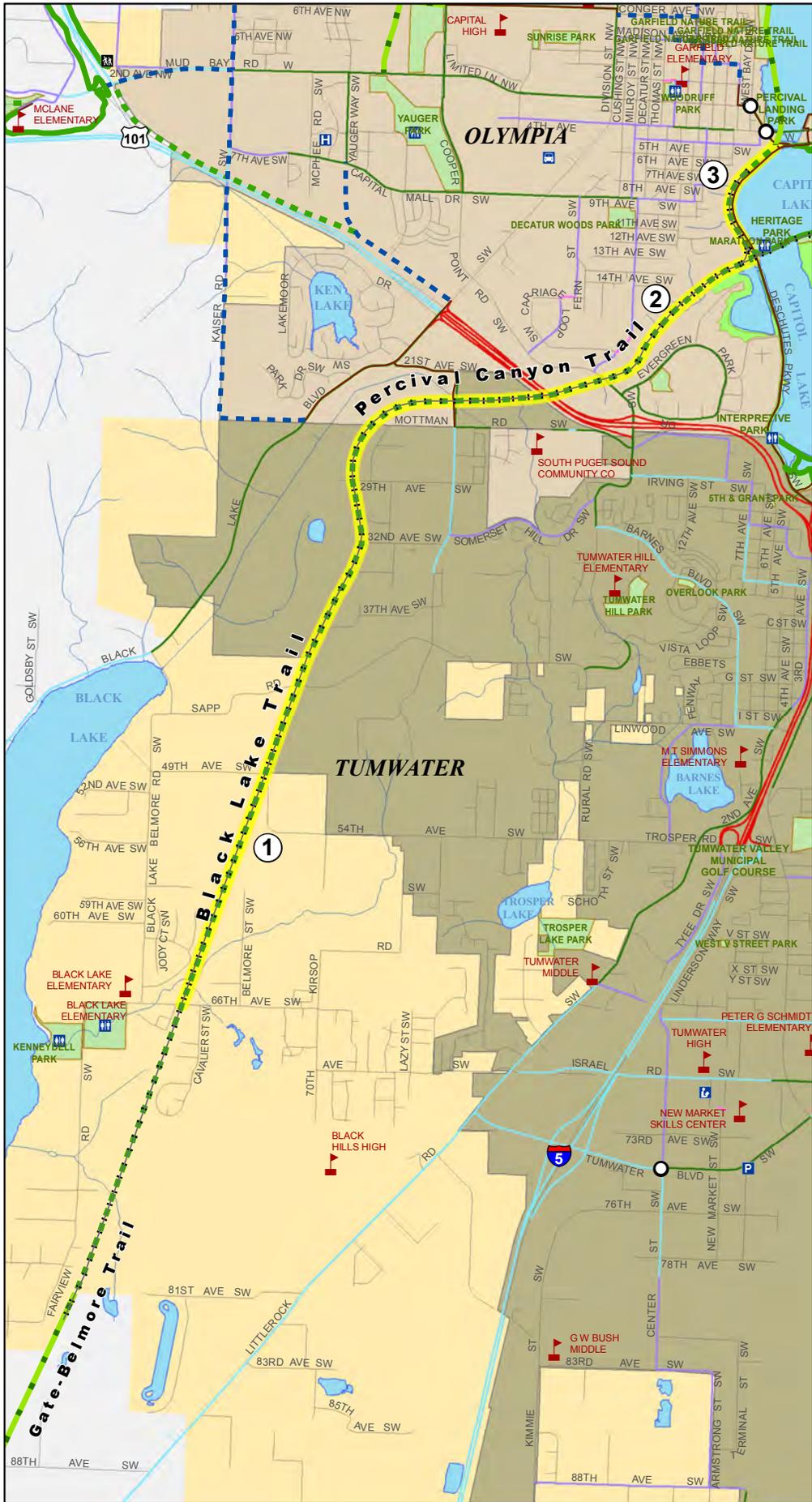
- ① Harrison Avenue to Kaiser Road - The preferred alignment for this trail segment runs from the Highway 101 interchange at Harrison Avenue and Overhulse Road to Kaiser Road. The trail would run east west and within the state's ROW on the north side of the highway. **Opportunities to finance this trail should be jointly investigated by both the City of Olympia and WSDOT. This plan recommends that the City of Olympia and WSDOT staff review the recommendations from the West Olympia Access Study when it is completed, and determine the feasibility of developing a trail along the preferred route.** Recommendations from this study may preclude development of this trail segment. If such is the case, future bike lanes and sidewalks along Harrison Avenue and Kaiser Road would substitute in the absence of this trail segment.
- ② Kaiser Road to Proposed Yauger Street Extension - The eastern segment of this trail would continue east from Kaiser Road and connect to the proposed Yauger Street Extension Road. The City of Olympia is seeking opportunities for this section of trail to be privately funded and constructed as development occurs along this corridor. The trail would connect to future on-street bike lanes and sidewalks on the proposed Yauger Way Extension.

- ③ Access to South Side of Highway 101 - Gaining access to the south side of the highway to reach northwest Tumwater and SPSCC could be obtained by traveling along future on-street facilities on Kaiser Road. Future plans for Kaiser Road will extend it to the South where it will connect with Black Lake Boulevard south of Ken Lake. Non-motorized travel could continue on existing bike lanes and sidewalks along Black Lake Boulevard, 21st Avenue and Mottman Road.

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Black Lake Trail and Percival Canyon Trail

14



- Trail, Shared Use, Existing —
- Trail, Shared Use, Planned —
- Trail, Shared Use, Proposed - - -
- Route, On Street, Proposed - - -
- Featured Trail on Map —
- Existing Bike Routes**
- Bike Lane —
- Wide Shoulder —
- Commonly Used Local Roads —
- Bicycle/Pedestrian Connection —
- Bicycles Forbidden —
- Active Railroad —
- Local Streets Roundabouts ○
- Schools ▴
- Bus Transit Centers ⊞
- Hospitals ⊞
- Libraries ⊞
- Park & Ride Lots ⊞
- Public Restrooms ⊞
- Trail Access Points ⊞
- Urban Growth Areas ■
- Parks, Preserves, and Open Space ■
- Unincorporated Thurston County ■



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Black Lake and Percival Canyon Trails

Black Lake Trail Length: 2.7 miles

Percival Canyon Trail: 2.5 miles

Type of Facility: Shared-Use Trails, Proposed

Partners: Thurston County, City of Olympia, City of Tumwater, South Puget Sound Community College Tacoma Rail, Burlington Northern Santa Fe Railway Company (BNSF), and Mottman Industrial Area industries

Description: This proposed trail corridor consists of two different trails, the Black Lake Trail and the Percival Canyon Trail. Regionally these trails are part of the greater north-south corridor that includes the undeveloped Gate-Belmore Trail owned by Thurston County. These proposed trails would provide a critical link between the Gate-Belmore Trail and Regional Trail Network. This corridor would close a gap to provide seamless non-motorized travel opportunities to destinations in western Thurston County. Development of this trail corridor is contingent on long-term demand for rail service to the Mottman industrial area.

The *2025 Regional Transportation Plan* (Thurston Regional Planning Council, 2003) stated goal for freight by rail is to “Ensure the long-term viability and continued use of existing rail lines in the region for freight and passenger rail travel.” The region’s ability to ship freight by rail remains a priority. This rail corridor is significant for its connectivity between the Mottman Industrial Area, the Port of Olympia, and the BNSF Mainline (see Map 10).

This corridor remains an active and viable rail line and BNSF currently has no intention to abandon its ROW. Tacoma Rail Capitol Division currently provides rail service to six customers in the Mottman industrial area. Tacoma Rail calls this rail corridor the “East Olympia-Belmore Line.” The East Olympia Belmore line consists of two branches:

- **East Olympia Branch** (Olympia Industrial Lead) is owned by Union Pacific and runs from the mainline junction at East Olympia near Rich Road and 83rd Avenue SW, and continues through Tumwater into downtown Olympia, just north of Olympia Avenue.
- **Olympia-Mottman Branch** is the corridor proposed for the Black Lake and Percival Canyon Trail. It is owned by BNSF and runs from downtown Olympia near the intersection of 11th Avenue and Plum Street. It continues in a tunnel under downtown Olympia, emerging near the eastern shore of Capital Lake and Heritage Park. It crosses the lake, and then continues in a west-southwesterly direction up Percival Canyon into the Mottman industrial area, and south to approximately 81st Ave SW near the south end of Black Lake.

Tacoma Rail Capitol Division reports that they ship lumber, bricks, food- and industrial- grade plastics, corn syrup, steel, and aluminum to six customers in the Mottman Industrial Area. Tacoma Rail provides scheduled service on this line on Monday, Wednesday and Friday, but frequency is variable and based on shipping demands.

Cost Estimate: Not determined as this is still an active rail corridor

Connections and Destinations: South Puget Sound Community College, Tumwater neighborhoods, Mottman Industrial Area, downtown Olympia, Capitol Lake, Marathon Park, Heritage Park, Deschutes Valley Trail, West Bay Trail, Woodland Trail, Gate-Belmore Trail, Kenneydell County Park, Tumwater schools

Policy Considerations:

The *Shoreline Master Program for the Thurston Region, Section 8, Percival Creek Corridor* includes policies that currently preclude shared-use trail development and activities in Percival Canyon. Although there is no language that explicitly prohibits bicycle use, it states only a pedestrian path used for “low intensity and passive recreational facilities (viewpoints, unpaved trails, limited picnic facilities) including public- or privately-owned passive parks, wildlife refuges, or open spaces.” At such time as the City of Olympia updates its Shoreline Master Program, it will be possible to reevaluate the recreational, wellness promotion, and non-motorized transportation benefits this proposed multi-use trail would provide Olympia residents and other trail users. The prohibition of bicycle activity on this trail could limit the transportation benefits and funding opportunities that a shared-use trail would likely offer.

Conditions and Recommendations:

(Recommendations are in bold)

- ① R.W. Johnson Boulevard/21st Avenue to 66th Avenue SW - The proposed Black Lake Trail was included in the *1993 Urban Trails Plan* and the *City of Tumwater Parks and Recreation Plan*. This proposed trail stretches from Tumwater city limits to 66th Avenue SW. The preferred alignment for this trail in both plans is in the railroad ROW, should the rail corridor ever be abandoned. Development of this trail segment would be a joint effort between Tumwater and Thurston County. **The County should consider adopting the County portion of this proposed trail in its County Trails Plan.** There may be sufficient ROW to develop a shared-use trail along sections of this corridor. More research is required to review possible joint rail trail use. **The region should review the long term use of this corridor by current and potential rail customers. This will help local agencies determine the likelihood and effectiveness of this corridor for shared-use trails.**
- ② Deschutes Parkway to R.W. Johnson Boulevard/21st Avenue - The proposed Percival Canyon Trail would pass through a forested riparian greenway with steep canyon walls filled with the sound of rushing water. It is a hidden natural oasis in an otherwise suburban

environment. The Percival Canyon trail is identified as a proposed trail as part of Olympia's Open Space Network in *Olympia's Parks, Arts and Recreation Plan* (2002). This trail is ranked as the city's third highest priority trail behind the Olympia Woodland Trail and the West Bay Trail. A portion of this trail segment is within Tumwater city limits requiring joint development between the cities of Olympia and Tumwater. The railroad ROW is the preferred alignment for this proposed trail as it offers a relatively flat grade with an existing crossing over Percival Creek. This corridor is valued for its wildlife habitat and ecological properties and is considered an environmentally sensitive area. Because of the challenging hydrologic and topographical conditions, the preferred alignment for this trail corridor is along the existing railroad bed. The current configuration of the railroad tracks does not offer sufficient space to develop a continuous joint use rail with trail within the confines of this canyon. Surveying would be required to determine if a reconfiguration of the railroad track alignment would create sufficient space for a shared-use trail. The 1993 Urban Trails Plan proposed developing a narrow recreation or nature trail within city ROW as an alternative to a shared-use trail. This type of path would provide passive recreation opportunities like nature viewing, but this alternative limits this corridor's efficacy as a recreation and transportation corridor. This corridor provides vegetated cover for non-permitted camping, garbage dumping, and other illegal activities that pose potential safety and security issues. These activities may decrease if a shared-use trail is developed. Increased trail use could dissuade unlawful uses of this corridor.

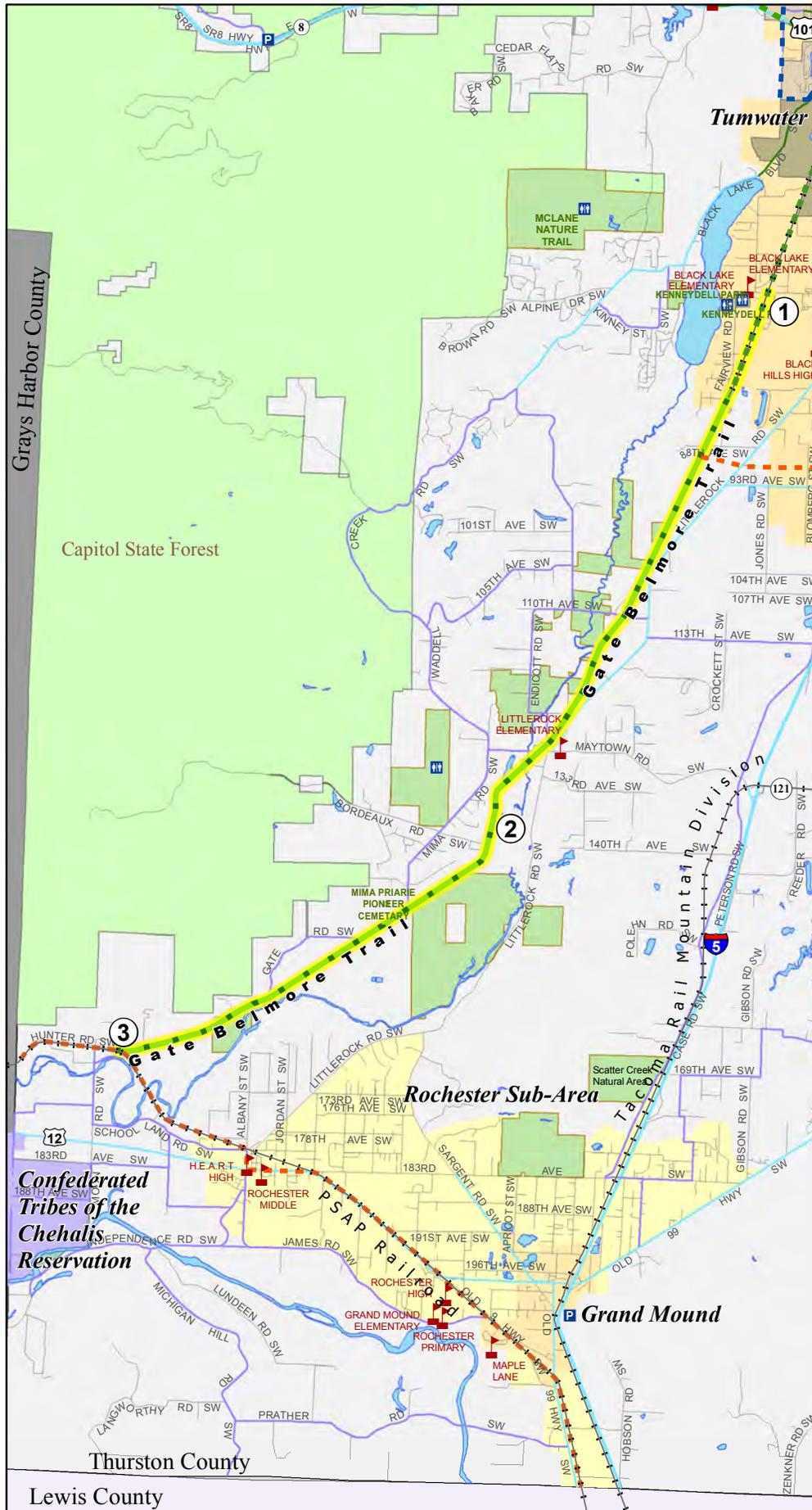


A view of Percival Canyon, a potential trail corridor, as seen from Cooper Point/Auto Mall Road. Photo by Paul Brewster.

- ③ The section of proposed trail in the railroad ROW along Deschutes Parkway was referred to as the Percival Canyon-West Bay Link in the 1993 Urban Trails plan. **Should BNSF ever abandon the Olympia-Mottman Branch rail line, Olympia should consider including this segment in its development plans for the Percival Canyon Trail.** This segment would provide trail users uninterrupted mobility along the west side of the Deschutes Parkway from Percival Canyon to Budd Inlet. This segment would provide a grade separated shared-use facility not offered by the on-street facilities on Deschutes Parkway.

Gate Belmore Trail

15



- Trail, Shared Use, Planned —
- Trail, Shared Use, Proposed - - -
- Trail, Shared Use, Potential - - -
- Route, On Street, Existing —
- Route, On Street, Proposed - - -
- Featured Trail on Map —

Existing Bike Routes

- Bike Lane —
- Wide Shoulder —
- 10 Miles Commonly Used Local Roads —
- Bicycle/Pedestrian Connection —
- Local Streets —
- Schools ▲
- Park & Ride Lots P
- Public Restrooms H
- Urban Growth Areas ■
- Parks, Preserves, and Open Space ■
- Rochester Subarea ■
- DNR Managed Lands ■
- Unincorporated Thurston County ■



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Gate-Belmore Trail

Length: 12.5 miles undeveloped former Railroad ROW, 1.3 miles proposed

Type of Facility: Shared-Use Trail, Undeveloped

Lead Agency: Thurston County

Partners: U.S. Department of Fish and Wildlife, Washington State Department of Fish and Wildlife

Description: In 1996, Thurston County acquired the Gate-Belmore Railroad Corridor from the Burlington Northern Railroad Company. The Port of Olympia was instrumental in securing this corridor for interim trail use with freight and intermodal grant sources. This is the longest stretch of undeveloped former rail corridor in Thurston County's Trail Plan. The County's ROW stretches from the historic former Town of Gate near the current junction of Puget Sound and Pacific Railroad line and Owens Street SW and proceeds northeast to around 81st Avenue SW just inside the current Urban Growth Area boundary. This trail corridor is the most rural in the County, passing through several publicly owned natural preserves and open spaces. The trail will traverse mixed coniferous-deciduous forestlands, riparian habitats, mounded prairies, and farmland fields and pastures.

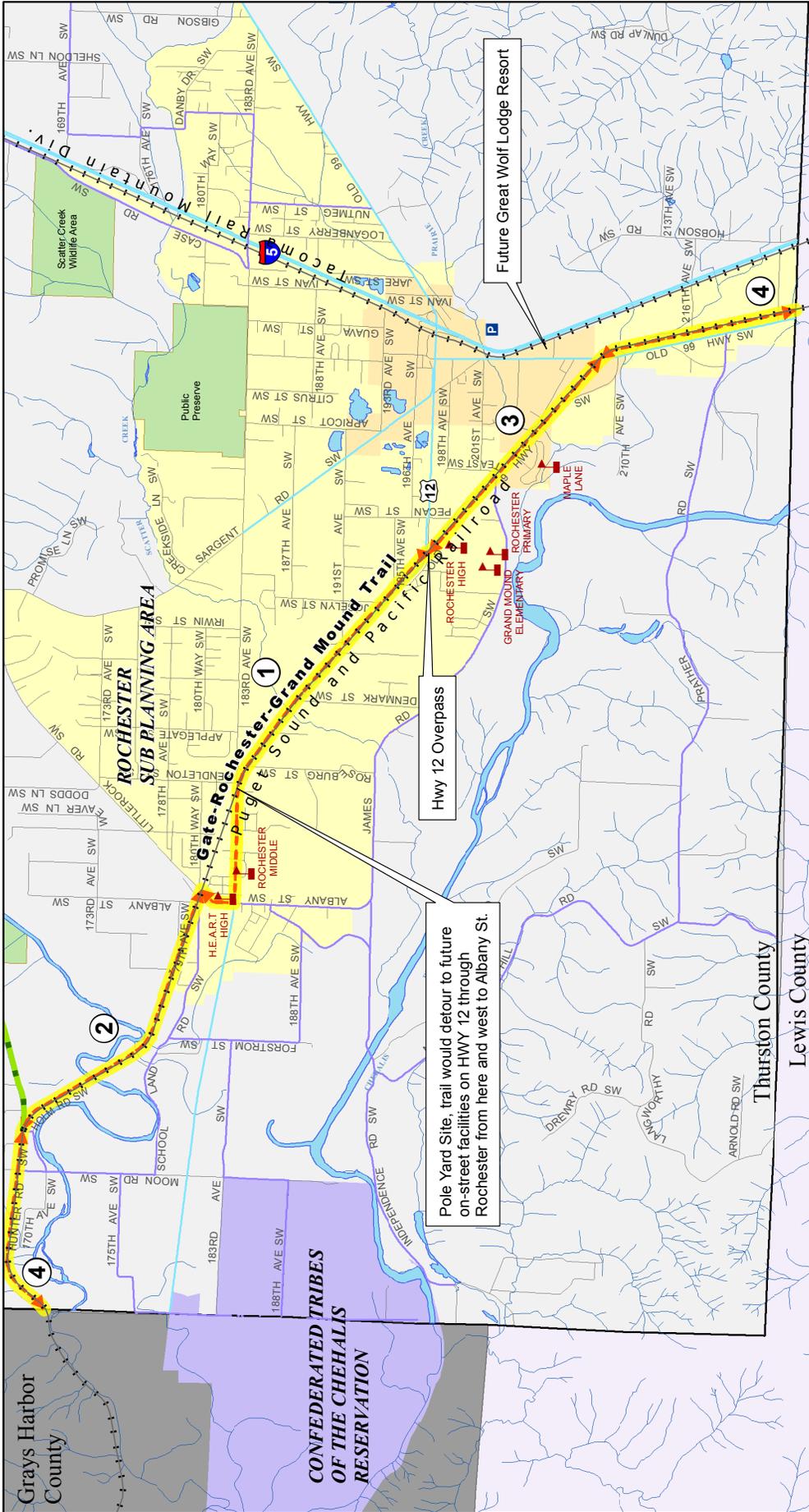
Cost Estimate: \$2.5 million (Thurston County CFP, 2007-2012).

Connections and Destinations: Historic Gate Community, Black River Natural Area, Glacial Heritage Preserve, Mima Mounds Natural Area Reserve, Little Rock Elementary School, Chehalis River, Capitol State Forest, Kenneydell County Park

Conditions and Recommendations:

(Recommendations are in bold)

- ① 66th Avenue SW to 81st Avenue SW Vicinity - **Thurston County should continue to pursue additional railroad ROW of this corridor as opportunities arise.** The additional 1.3 mile proposed connection highlighted on the map would provide critical connectivity to Kenneydell County Park at Black Lake and the County should include this segment as 'proposed' in its County Trails Plan. Students attending Black Lake Elementary School and Black Hills High School could both benefit from the recreation and non-motorized transportation options this extension could provide. By including the additional proposed segment, this trail corridor would truly connect the historic communities the trail is named after.
- ② 81st Avenue SW (northern extent of County owned ROW) to Owens Street SW – Thurston County owns the railroad ROW for interim trail use and is holding this property for future development. This trail would be developed as funding and County capital facility development priorities are established. **Thurston County should consider design features for equestrian use of trailheads and along the corridor.** Design and Engineering of this trail project is yet to be funded. Preliminary cost estimates for this project are \$2.5 million (Thurston County CFP, 2007-2012).
- ③ Gate Trailhead - **As part of the County's Gate-Belmore Trail planning process, the County should consider developing a trailhead on the County owned 13 acre parcel at the southern terminus of this trail.** This trailhead could serve as a junction with the potential Gate-Rochester-Grand Mound trail corridor (Map 16).



Pole Yard Site, trail would detour to future on-street facilities on HWY 12 through Rochester from here and west to Albany St.

Future Great Wolf Lodge Resort

Gate-Rochester-Grand Mound Trail

16

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- Trail, Shared Use, Planned** (Green dashed line)
- Trail, Shared Use, Potential** (Red dashed line)
- Featured Trail on Map** (Yellow solid line)
- Existing Bike Routes**
 - Bike Lane (Green solid line)
 - Wide Shoulder (Blue solid line)
 - Commonly Used Local Roads (Purple solid line)
 - Bicycle/Pedestrian Connection (Pink solid line)
 - Active Railroad (Black dashed line)
 - Local Streets (Black solid line)
- Schools** (Red triangle icon)
- Park & Ride Lots** (Blue square icon)
- Confederated Tribes of the Chehalis Reservation** (Purple shaded area)
- Urban Growth Areas** (Yellow shaded area)
- Parks, Preserves, and Open Space** (Green shaded area)
- DNR Managed Lands** (Light green shaded area)
- Unincorporated Thurston County** (White area)



Gate-Rochester-Grand Mound Trail

Length: 10.5 miles

Rochester Middle School to Rochester High School Length: 3 miles

Type of Facility: Potential Shared-Use Trail with Rail

Lead Agency: Proposed, Thurston County

Partners: Puget Sound and Pacific Railroad (PSAP), Thurston Regional Planning Council, Washington State Department of Transportation, Rochester School District, Thurston County Fire District No. 1, Confederated Tribes of the Chehalis Reservation, local community members

Rail Activity: Puget Sound and Pacific Railroad's rail line passes through southwest Thurston County and provides a connection between Centralia, Grays Harbor, and Bremerton. Unit grain trains, often a mile or more long, travel from the Midwest to the Port of Grays Harbor along the PSAP for loading onto trans-Pacific grain ships. Trains typically operate at speeds below 35 mile per hour along this corridor. The route also serves a variety of customers on the Olympic Peninsula. Fortress Investment Group purchased the railroad from Rail America in January 2007, but the current owner's long term plans for this railway have not been determined.

Description: Rochester School District has four schools located within the Highway 12 Corridor. Non-motorized transportation facilities and safe routes to school are sorely lacking in this rural County Corridor. Although school bus transportation service is provided, community members including the Thurston County Fire District #1 Fire Chief and PSAP Railroad operators have all expressed concerns over the risks that vehicular travel and trains poses to school children and other pedestrians and cyclists in the unincorporated communities of southwest Thurston County. Community discussions have proposed the idea of a potential shared-use trail with rail within this corridor. PSAP Railroad owns 100 feet of ROW along the active corridor and has indicated a desire to partner with local agencies to explore the creation of a trail easement within their ROW. Early discussions have proposed developing the trail on the north side of the tracks.

This corridor could establish a model for shared-use trails with rail in the Thurston Region. This opportunity would benefit the greater southwest Thurston County unincorporated communities by providing a safe route to schools, increase recreation opportunities, provide opportunities for increasing physical activity, and creating a dedicated pathway that would separate people from active railroad tracks. Furthermore, this potential trail could connect to the future Gate-Belmore Trail and connect Grand Mound, Rochester, and the Confederated Tribes of the Chehalis Reservation into the greater regional trail network.

Cost Estimate: Unknown, a feasibility study is required

Connections and Destinations: Unincorporated Communities of Grand Mound and Rochester, Confederated Tribes of the Chehalis Reservation, Rochester School District Schools, Great Wolf Lodge, Gate-Belmore Trail, Grays Harbor and Lewis counties.

Conditions and Recommendations:

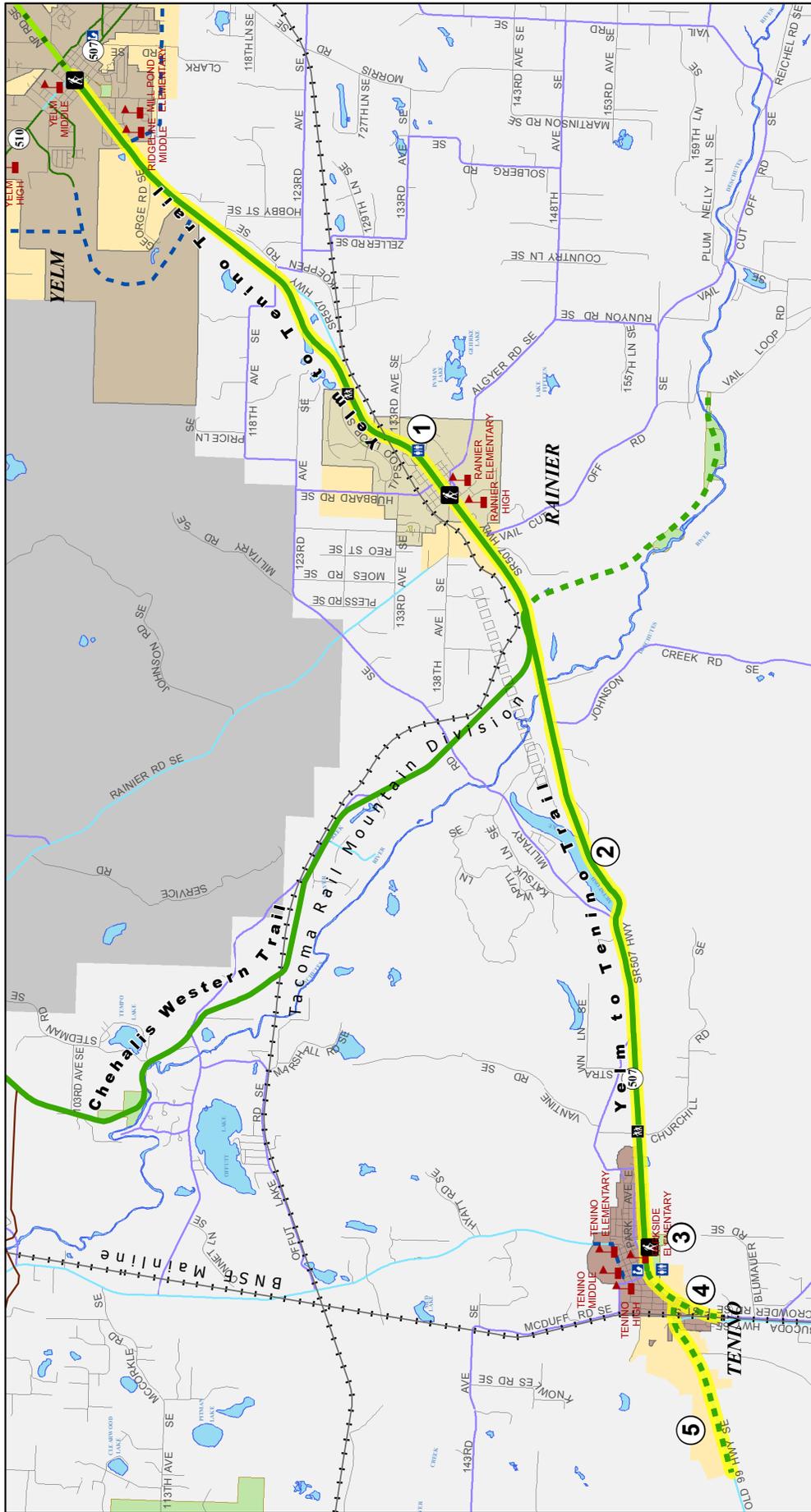
(Recommendations are in bold)

This plan recommends that Thurston County take the lead with the appropriate stakeholders to explore the feasibility of this trail.

Preliminary discussions have occurred, but no follow up work has transpired since Fortress Investment Group purchased the railroad. **Negotiations should include discussions on securing a permanent or long term easement if compatible with the current owner's long term plans for the railroad.** State and federal funding agencies would require such easements to ensure public investments are secure for future use.

- ① Albany Street to Highway 12 Overpass - The highest priority segment of this trail is from Albany Street and Highway 12 east to the Highway 12 overpass near Carper Road SW (3 miles). Operations in the pole yard along the railroad from 183rd Avenue west to Albany Street prohibit the development of a trail through this section and would require the development of on-street facilities through the unincorporated community of Rochester. This trail segment will also require a foot bridge across Scatter Creek. **The feasibility study will also need to evaluate how to negotiate trail users across the railroad, Highway 12, and Old Highway 9 to access schools from Carper Road. The safety of trail users and rail operations are critical, and construction of a fence will need to be considered along all potential segments of this trail.**
- ② Gate to Albany Street - **The stakeholders should also evaluate connecting the trail from Albany Street to the future Gate-Belmore trail (2.3 miles).** This will provide access to the regional trail network for the communities of Rochester and Grand Mound.
- ③ Highway 12 Overpass to Old Highway 99 - Additional expansion of this trail segment could proceed west into Grand Mound (3.3) miles. The trail could be connected to the future Great Wolf Lodge Resort via a future sidewalk or bike lane on Old Hwy 99 and increase recreation and tourism opportunities along this corridor.

- ④ Puget Sound and Pacific Railroad extends south to Centralia and west to Elma. The Willapa Hills trail stretches from the City of Chehalis to Willapa Bay. This trailhead is only 10 miles south of the Thurston/Lewis County border. **Long-term expansion to provide inter-county connectivity should be further studied and discussed with stakeholders in Lewis and Grays Harbor counties.**



Yelm-Tenino Trail

Trail, Shared Use, Existing (Solid Green Line)

Trail, Shared Use, Planned (Dashed Green Line)

Trail, Shared Use, Proposed (Dotted Green Line)

Featured Trail on Map (Thick Yellow Line)

Existing Bike Routes

- Bike Lane (Thin Green Line)
- Wide Shoulder (Thin Blue Line)
- Commonly Used Local Roads (Thin Purple Line)
- Bicycle/Pedestrian Connection (Thin Pink Line)
- Active Railroad (Thin Black Line with cross-ticks)
- Local Streets (Thin Black Line)

Urban Growth Areas (Green and Yellow Shaded Areas)

Schools (Red Building Icon)

Libraries (Blue Book Icon)

Public Restrooms (Blue Toilet Icon)

Trail Access Points (Black Square with 'A' Icon)

Trail Heads (Black Square with 'H' Icon)

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Yelm-Tenino Trail

Length: 13.6 miles existing (paved), 0.9 miles proposed (unpaved)

Type of Facility: Shared-Use Trail

Lead Agency: Thurston County

Partners: Cities of Yelm, Rainier and Tenino, Washington State Department of Transportation

Description: The Yelm-Tenino Trail runs along the former Burlington Northern Santa Fe railroad that was operated from about 1869 through the late 1980's. Thurston County acquired 14.5 miles of railroad ROW with grant assistance from WSDOT for interim trail use in 1993. This trail runs east-west through the southern portion of Thurston County and connects the communities of Yelm, Rainier, and Tenino. Trail users experience diverse landscapes including town centers, forest and agricultural lands, wetlands, and creeks. The trail begins near Yelm City Hall, passes near Wilkowski Park in Rainier and ends at Tenino City Park. The trail affords views of the Deschutes River west of Rainier and McIntosh Lake near Tenino. Horse back riding is permitted along the entire length of this trail.

Cost Estimates: County capital facility improvements for this corridor are estimated to cost \$150,000 (Thurston County CFP, 2007-2012).

Connections and Destinations: City centers of Yelm, Rainier, and Tenino, Yelm City Park, Wilkowski Park, Gehrke Park, Memorial Park, Holiday Park, McIntosh Lake, Tenino City Park, Chehalis Western Trail, future Yelm Prairie Line

Conditions and Recommendations:

(Recommendations are in bold)

- ① City of Rainier – Trailhead development is in progress for the Rainier Trailhead at the western edge of Wilkowski Park to include a city-owned restroom, a kiosk, signage, landscaping, benches and miscellaneous renovations. Estimated cost \$75,000 (Thurston County CFP, 2007-2012).
- ② McIntosh Lake – The Yelm-Tenino Trail runs through the site of the historic community of McIntosh on Lake McIntosh. This site was a former mill town that operated until the late 1920's and was once considered as a site for a post office. Thurston County is planning signs or a kiosk to provide historic interpretation to promote the heritage of this corridor.
- ③ City of Tenino, Tenino City Park Trailhead – Trailhead improvements are planned for the westernmost entrance to this trail at Tenino City Park. The County is exploring options to highlight the trail as a distinctive facility within the Tenino City Park. The site will include a kiosk, signage, benches, landscaping, and miscellaneous renovations. Development is anticipated by 2009 and estimated to cost \$75,000 (Thurston County CFP, 2007-2012).

- ④ Yelm-Tenino Trail Undeveloped Spur – The County owns almost a mile of additional undeveloped trail ROW that it is holding for future development. **This portion should be developed in the future when a suitable destination or additional land use development occurs along this corridor.** The City of Tenino and Thurston County are encouraged to discuss long term plans and options to develop this remaining segment. This southwest bound segment is oriented towards future non-motorized connectivity with the Town of Bucoda.
- ⑤ The City of Tenino’s Parks Master Plan proposes a shared-use trail or bicycle and pedestrian route providing connectivity between the Yelm-Tenino Trail and the western city limits along Old Highway 99. This segment would be developed with a combination of grants and developer-funded contributions. This westbound segment is oriented towards potential connectivity with Grand Mound.



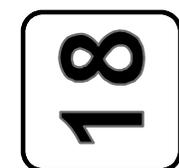
Thurston County Commissioner Diane Oberquell, Mayor Ken Jones, City of Tenino, and Mayor Sherry O’Dell, City of Rainier cut the ribbon for the grand opening of the Yelm-Tenino Trail at the Tenino City Park. Photo by Paul Brewster.



Yelm Prairie Line Trail

- Trail, Shared Use, Existing:** Solid green line
- Trail, Shared Use, Planned:** Dashed green line
- Trail, Shared Use, Proposed:** Dotted green line
- Route, On Street, Planned:** Solid blue line
- On Street Facilities, Proposed:** Dashed blue line
- Featured Trail on Map:** Thick yellow line
- Existing Bike Routes:**
 - Bike Lane: Solid green line
 - Wide Shoulder: Dashed green line
 - Commonly Used Local Roads: Solid blue line
 - Bicycle/Pedestrian Connection: Dashed blue line
 - Active Railroad: Dotted blue line
 - Local Streets: Solid black line

- Schools:** Red triangle icon
- Libraries:** Blue square icon
- Trail Heads:** Black square icon
- Nisqually Indian Reservation:** Yellow shaded area
- Urban Growth Areas:** Light green shaded area
- Parks, Preserves, and Open Space:** Dark green shaded area
- Department of Defense Lands:** Grey shaded area
- Unincorporated Thurston County:** White area with black outline



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Yelm Prairie Line Trail

Length: 4.8 miles total (0.3 mile paved, 1 mile planned, 3.5 miles proposed)

Type of Facility: Shared-use Trail

Lead Agency: City of Yelm

Partners: Thurston County, Pierce County, Washington State Department of Transportation (WSDOT)

Description: The City of Yelm purchased a segment of the Yelm Prairie Line Railroad from Burlington Northern Railroad Company in 1998 with Federal Surface Transportation Program (STP) grant funds. Yelm owns the railroad ROW fee simple. This purchase acquired the railroad ROW and its underlying property from State Route 510 northeast to the Town of Roy in Pierce County. As a condition of acquiring this ROW with STP funds, the Federal Highways Administration required that a shared-use trail must be built along the length this corridor. The City of Yelm's Comprehensive Plan identifies the Yelm Prairie Line Trail as a Class 1 shared-use trail facility from State Route 510 to the Town of Roy. City of Yelm land use plans support future land use activities that support customers requiring rail shipping services, and active rail service could be restored to this corridor in the future. The City of Yelm may be the first in the region to not only provide a shared-use trail that connects to another county, but could also have a joint shared-use trail with active rail service. This trail will improve travel for bicycle and pedestrian traffic by providing an off street uninterrupted route through the center of Yelm and expand the greater Yelm-Tenino Trail Corridor.

Connections and Destinations: City center of Yelm, Town of Roy, City of Yelm and unincorporated Thurston County residential communities, Yelm City Park, Yelm-Tenino Trail

Cost Estimates: Engineering, Phase I Design \$80,925

Conditions and Recommendations:

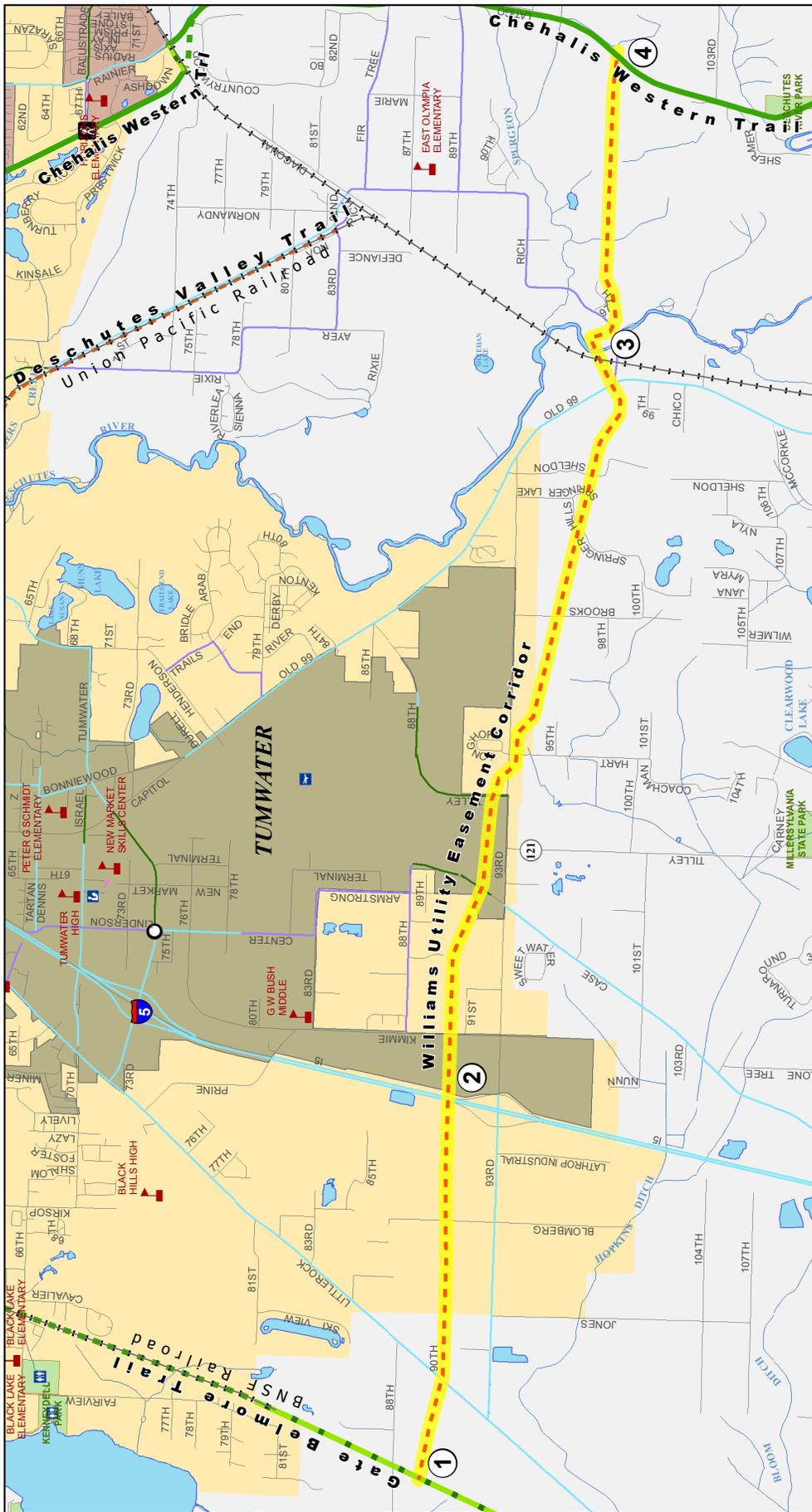
(Recommendations are in bold)

- ① The City of Yelm secured a \$70,000 Regional Surface Transportation Program grant and an additional \$10,925 in local funds to complete the design phase of this planned portion of shared-use trail from State Route 510 to Canal Road. The design will include a 10 foot wide shared-use path. Landscaping and on-street parking will be included at Rhoton Road and First Street to enhance trail user access to this facility. The City has not secured funding for the construction phase of this planned portion.
- ② There is an existing 0.3 mile paved segment from Canal Street northeast to the Canal Bridge. This segment was privately funded by residential development adjacent to the trail. It is open for public use.
- ③ The 3.5 mile segment of the proposed Yelm Prairie Line Trail extends beyond Yelm city limits

and will require a region-wide effort to finance, plan, and design and build this trail corridor. A partnership including City of Yelm, Town of Roy, and Thurston and Pierce counties is essential to effectively evaluate this trail's development strategy. **The City of Yelm should evaluate the existing railroad bridge structure across the Nisqually River for possible trail use. If this bridge is being considered for future rail service, an alternative trail crossing should be evaluated in this trail's planning process. In addition, any future reactivation of rail service along this corridor will require that a fence or some type of barrier be constructed to separate the trail facility from the operational railroad tracks.** The City has not secured funding for the design or construction phases of this proposed segment.

- ④ A future Yelm Loop Alternate Bypass is planned around the northern edge of Yelm city limits to detour through traffic off of Yelm Avenue. WSDOT is the lead agency on the State Highway Project. Plans for this future planned facility include 8 foot wide non-motorized pathways on both sides of the road to serve non-motorized travel in each direction. Although these pathways will be separated from the motor vehicle lanes by a vegetated swale, these paths are not technically shared-use trails, however they will likely function as such. **WSDOT should include design provisions to connect the future Yelm Loop Bypass non-motorized facilities with the existing and proposed segments of the Yelm-Tenino Trail.**

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Williams Utility Easement Corridor

19

- Trail, Shared Use, Existing
- - - Trail, Shared Use, Planned
- · - · - Trail, Shared Use, Proposed
- - - Trail, Shared Use, Potential
- - - Featured Trail on Map
- Existing Bike Routes
- Bike Lane
- Wide Shoulder
- Commonly Used Local Roads
- - - Bicycle/Pedestrian Connection
- - - Active Railroad
- Local Streets
- Urban Growth Areas
- Parks, Preserves, and Open Space
- Unincorporated Thurston County
- Roundabouts
- ▲ Schools
- Libraries
- Olympia Regional Airport
- Public Restrooms
- Trail Heads



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.

Williams Utility Easement Corridor

Length: 7.9 miles potential

Type of Facility: Shared-use Trail, Potential

Lead Agency: Thurston County

Partners: Thurston County, City of Tumwater, Williams Northwest Pipeline Company, Washington State Department of Transportation (WSDOT), Public and Private Property Owners

Description: The Williams Utility Easement Corridor is a potential east-west trail that would lie between and connect the existing Chehalis Western Trail and the future Gate Belmore Trail. It would run roughly parallel with sections 93rd Avenue along the southern city limits of Tumwater. This potential trail corridor could provide connectivity between the Gate Belmore Trail and the regional trail network. If the potential Black Lake and Percival Canyon Trails were to ever be developed, the Williams Utility Easement Corridor could be part of a 26 mile urban core loop when combined with the Woodland, Chehalis Western, Gate Belmore, Black Lake, Percival Canyon, and Capitol Lake vicinity trails.

Connections and Destinations: Chehalis Western Trail, Gate Belmore Trail, City of Tumwater, and residential neighborhoods

Cost Estimates: No cost estimates have been developed for this conceptual corridor

Policy Considerations:

The Williams Utility Easement Corridor is conceptualized to share space with an existing 50 to 75 foot wide natural gas pipeline corridor owned by Williams Northwest. This natural gas corridor is known as the Shelton Lateral Corridor and contains two pipelines (one nine inch and one twenty inch diameter pipes) that are installed at a minimum of four feet below the ground's surface. The easement does not permit the use or grant the ROW for a public shared-use trail. Development of this trail is contingent on a lead agency and the stakeholders negotiating a public easement or buying ROW from the potentially affected property owners. This trail corridor could potentially affect nearly 90 privately owned parcels. Fifty percent of this easement is located along the parcel boundaries of the underlying properties, and a significant number of the properties currently appear undeveloped.

Because the conditions of the easement do not allow the corridor to be developed with buildings and other impervious structures, the easement could be a candidate for future trail development. A preliminary discussion with Williams Northwest staff indicates the company is open to discussing and evaluating the feasibility of a public shared-use trail. A paved trail could be developed within the pipeline corridor, as long as the trail did not lie directly over the pipelines (except where a crossing is necessary), without adversely impacting the operation of the pipelines.

The potential development of this trail will need to consider the privacy of the underlying property owners and the long-term usability of the land where a trail could divide a property in half. Concerns for public safety will also need to be weighed with public benefit. There may be public opposition to developing a shared-use trail within a natural gas pipeline utility easement because of fears of pipeline ruptures and explosions. According to the National Transportation Safety Board, less than one one-hundredth of one

percent (.01percent) of all transportation accidents in the United States are related to pipelines. Any feasibility study that explores future development of this easement for a trail will need to survey the concerns of potentially affected property owners and consider options to mitigate any potential hazards.

Conditions and Recommendations:

(Recommendations are in bold)

- ① The Williams Utility Easement Corridor trail is envisioned to intersect with the future Gate Belmore Trail. A trail access point at 88th/Gate Belmore Trail and a Trail access point at Littlerock Road should include a kiosk and wayfinding signs to alert and orient users to the trail. A marked trail crossing with traffic signs at Littlerock Road will be required.
- ② The trail would need to cross I-5. Options could include a non-motorized bridge, or a detour path that follows WSDOT ROW through the interchange intersection at Exit 99 at 93rd Avenue. Additional marked trail crossings with traffic signs at Case, Tilley, 93rd, Hart, Brooks, Springer Hills, Sheldon, and Old 99 will be required.
- ③ The trail could temporarily veer from the pipeline easement at Old 99 and follow public ROW on Rich Road in order to cross the Burlington Northern SantaFe Railway Company's "Mainline" railroad and cross the Deschutes River. The trail should reconnect with the pipeline easement alignment near 97th Lane, just east of the Deschutes River crossing.
- ④ The trail is envisioned to proceed due east and intersect with the Chehalis Western Trail just 0.6 miles north of 103rd Avenue and 0.9 miles south of the trailhead on 89th Avenue.

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The Olympia Waterfront Route



- Trail, Shared-Use, Planned —
- Trail, Shared-Use, Proposed - - -
- Trail, Recreational, Existing —
- Trail, Recreational, Planned - - -
- Connection, Potential - - -
- Bike Lanes/Sidewalk, Existing —
- Board Walk, Existing —
- Roundabouts ○
- Bus Transit Centers Ⓜ
- Public Restrooms ♿
- Active Railroad —+—+—+—
- Featured Trail/Route on Map —
- Existing Bike Routes**
- Bike Lane —
- Commonly Used Local Roads —
- Bicycle/Pedestrian Connection —
- Local Streets —
- Percival Landing ■
- Parks, Preserves, and Open Space +
- Port of Olympia Property +

1 Miles

0.5

0

Disclaimer
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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.

Maintenance, Operations, and Design

In general, people desire safe, reliable, and quality user experiences whether traveling or recreating. The traveling public expects governments and public works departments to construct, maintain and operate roads, highways, bridges, and sidewalks in safe, functional, and efficient conditions. People who play softball, soccer, frisbee, and other sporting activities expect ball fields and park facilities to be maintained in not only a useful condition, but in a state that provides a fulfilling and satisfactory outdoor experience. An enjoyable visit to the park or a trail reinforces and promotes use and fosters a sense of pride for one's community. Conversely, a park or public facility that is improperly maintained discourages use. Trail users have similar expectations.

Trail managers are responsible to a large extent for providing safe facilities with limited controls and conditions that minimize risk, while promoting positive user experiences. Managers establish these conditions initially through good trail design and infrastructure, but must maintain the facilities with routine and long-term trail maintenance, education and outreach, user involvement, and regulations and enforcement. Needless to say, maintaining trails comes at a cost. Future expansion of the proposed Thurston Regional Trail Network will require local agencies to forecast and manage maintenance and operations budgets to keep pace with the expanding network. This section of the plan discusses some of these tasks and their costs. This section also includes an overview of trail operations and basic design features that enhance trails and contribute to positive user experiences.

Maintenance

Who Maintains the Trails?

At present there are nine agencies that maintain and operate shared-use and recreational trails that are open to the public in the Thurston Region. It is not always clear to trail users who owns and/or operates and maintains a particular trail. The easiest way for a trail user to know who to contact should the need arise would be to read a sign posted at a trailhead or trail access point. Unfortunately, not all trails presently have signs with this information and it is



Removing debris off the trail surface is necessary for safe and enjoyable trail use. The I-5 Bicycle Trail at Boulevard Road. Photo by Paul Brewster.

not always clear from those trails with signs who to contact to for sweeping, clearing brush, or removing fallen trees.

The following table includes a list of point of contacts for maintaining the existing trails.

Existing Trail	Managing Agency and Contact Information
Chehalis Western Trail: Woodard Bay to Martin Way	Washington State Department of Natural Resources, Central Region: 360.748.2383 or 1.800.527.2387
Chehalis Western Trail: 12 th Avenue to State Route 507	Thurston County Parks and Recreation Department: 360.786.5595
Arc of Statehood Trail Heritage Park Trail Heritage Park Hillside Trail Capitol Lake Interpretive Center Trail Deschutes Parkway (All around Capitol Lake Vicinity)	Washington State Department of General Administration: 360.725.0000
East Bay Promenade (Trail): The Port of Olympia, Marine Drive vicinity.	The Port of Olympia: 360.528.8000
Evergreen Parkway Bicycle Paths: The Evergreen State College Campus	The Evergreen State College: 360.867.6349
Old Evergreen Parkway Trail: South of the Evergreen State College Campus to 2 nd Ave	Thurston County Roads and Transportation Services Department: 360.786.5495
I-5 Bicycle Trail: Eastside and Wheeler to the Chehalis Western Trail (Olympia City Limits)	<u>Inter-local Agreement</u> General Operations and Maintenance, sweeping, debris removal, pavement repairs: City of Olympia Public Works: 360.753.8588 Landscaping and Fencing: Washington State Department of Transportation: 360.357.2607
I-5 Bicycle Trail: Chehalis Western Trail to College Street (Lacey City Limits)	<u>Inter-local Agreement</u> General Operations and Maintenance, sweeping, debris removal, pavement repairs: City of Lacey Public Works: 360.491.5600 Landscaping and Fencing: Washington State Department of Transportation: 360.357.2607
McLane School Forest Trail	McLane School Forest and Trails Committee: no point of contact information available Thurston County Parks and Recreation is evaluating an inter-local agreement to assume maintenance and operations
Woodland Trail – Lacey City Limits	City of Lacey Parks and Recreation Department: 360.491.0857
Woodland Trail – Olympia City Limits	City of Olympia Parks, Arts, and Recreation Department: 360.753.8380
Yelm Prairie Line Trail	City of Yelm Public Works: 360.458.8406
Yelm- Tenino Trail	Thurston County Parks and Recreation Department: 360.786.5595

Routine Maintenance

A regular maintenance program is important to maximize the safety of those who use trails. Poorly maintained trails can pose significant safety hazards to both bicyclists and pedestrians. Trail managers must program their maintenance activities to address the seasonal conditions. The autumn months in the Pacific Northwest bring rain and cold temperatures. Big Leaf Maples, Red Alders, Cottonwoods and other deciduous trees drop their leaves in large masses on the trail surface. Dry leaves are easier to sweep or blow away, but wet leaves left to decompose become mushy hazards that are difficult to remove. If not addressed, cyclists are subject to an increased risk for losing steering control and may suffer personal injuries from crashing or inflict injuries on other trail users.

Routine scheduled maintenance throughout the year not only ensures trail safety, but can increase a trail's longevity. The Rails-To-Trails Conservancy (RTC) published a useful guide to trail maintenance titled, *Rail-Trail Maintenance and Operation: Ensuring the Future of Your Trail – A Survey of 100 Rail-Trails*. It includes useful checklists for scheduling routine maintenance. Some activities like cleaning restrooms and emptying trash cans require frequent service. Other tasks may require weekly, monthly, or annual inspections.

Trails for the 21st Century (RTC, 2001) suggests the following sample maintenance activity list:

- Replace missing and damaged regulatory and directional signs.
- Repaint worn pavement markings.
- Trim trees, shrubs, and grass to maintain sight distances.
- Patch holes, fill cracks, and feather edges.
- Clean drainage systems; modify to eliminate ponding.
- Sweep to remove leaves, mud, gravel, and other debris.
- Mow trail shoulders.
- Pick up trash; empty trash cans.
- Clean out ditches, culverts, and other drainage structures
- Maintain furniture and other support facilities.
- Clean rest rooms and drinking fountains; repair as needed.
- Remove graffiti from rest rooms, retaining walls, rocks, and other surfaces.
- Prune dense understory growth to promote user safety.
- Inspect structures for deterioration.
- Remove fallen trees.
- Clean and replace lights (in tunnels and at road crossings).
- Weed control

Thurston County staff recommends documenting when trail maintenance activities occur. Logging these activities provides useful records for scheduling future maintenance and estimating costs. Referencing a checklist while doing routine maintenance can help staff focus on issues that regularly need attention. Resolving the issue on the spot can save a maintenance crew an unnecessary trip back in the future.

Cost Estimates

Thurston County Parks and Recreation Department's 2006 maintenance and operations expenditures included many of the kinds of tasks identified in the RTC's list above. County staff summarized their routine maintenance expenditures including labor, materials, and equipment, and calculated that it costs their department an average of \$3,900 per trail mile per year. The 29 miles of the Chehalis Western Trail and the Yelm-Tenino Trail that the County maintains, consists of varied urban, suburban, and rural environments that are characteristic of other existing and proposed trail corridors identified in this plan. Using the County's 2006 routine maintenance expenditure estimates, annual maintenance costs for the entire proposed 145 mile Regional Trail Network could cost local agencies a combined \$565,500 per year.

Pavement Preservation

Trails are constructed using similar techniques and materials as local roads. Although trail surfaces don't carry the loads and intensity of use that roads experience, over time trails are subject to the same effects of degradation from ultraviolet light exposure, freeze-thaw cycles and water damage, and encroaching vegetation. The Rails to Trails Conservancy conducted a national survey of multiple trail management agencies and it found that asphalt trails are resurfaced every seven to 15 years. Transportation Departments can chip seal roads as a relatively low cost preservation technique to increase the pavement's life cycle, but chip sealing trails is not a recommended preservation method for trails. It creates a very rough surface that reduces the variety of trail uses afforded to smoother trail surfaces. Trail resurfacing and rehabilitation needs may not become necessary for the first seven to ten years of an asphalt trail's lifecycle. Furthermore, trail rehabilitation needs vary based on a segment's initial construction quality and the surrounding environmental conditions it is exposed to. Some segments may only require a one inch resurfacing layer of asphalt, whereas some sections may require a complete rebuild.

Cost Estimates

Thurston County has already replaced sections of trail because of age or structural problems related to vegetation encroachment. Given the current condition of the County's trails, County staff estimated it will need to replace

one mile of trail every five to ten years. In 2007, a two inch layer of asphalt for a ten foot wide section of trail (assuming existing base layer is in good condition) costs approximately \$14.41 per linear foot or \$76,085 per mile of trail. Resurfacing one mile of trail with two inches of asphalt every seven years would cost approximately \$10,869 per year.

The County's long-term pavement preservation budget is likely to change for a variety of reasons including increasing costs of asphalt, expansion of the trail network, or natural disasters. Resurfacing all 29 miles of County owned Trails at 2007 prices could exceed \$2 million. Fortunately this is not necessary, but it highlights the need for a shared strategy to finance the long-term maintenance of the Regional trail Network.

Long-Term Maintenance Strategy

As trail managers add miles to their trail systems, considerations for increased routine maintenance expenditures and long-term pavement management and replacement costs will need to be factored into budgets and capital facilities plans. Considering that maintenance costs for the full-build out of the proposed Thurston Regional Trail Network might cost over one half million dollars (2006 dollars) a year and that trail resurfacing costs may be upwards of \$76,085 per mile, creative strategies and partnerships to finance the future trail network should be explored by the Thurston Region.

Combining Resources

Intra-agency interdepartmental sharing of maintenance tasks could save money for trail managing agencies. Public Works Departments often operate specialized equipment for road maintenance that can also service trails. Sharing maintenance tools and equipment between departments to service more miles can reduce the overall per unit cost of maintaining paved surfaces. Inter-local agreements between the cities and the County to create a trail management district could possibly further reduce overhead and expenditures by dedicating trail maintenance equipment, materials, staff, and administration to maintain the entire trail network. The Conditions and Recommendations section of this plan identifies this as Follow-Up Measure Number Two (pg. 3-10) to further explore this issue.

Community Participation

Volunteer organizations desire to be a part of a solution and can organize work parties or may adopt segments of trail for routine maintenance. Certain maintenance activities such as sweeping or blowing leaves and trimming vegetation could be performed by community groups. The Woodland Trail Greenway Association (WTGA) has volunteered thousands of hours to cleaning, weeding, and landscaping large segments of Woodland Trail. The

WTGA has also pledged their support to the development of Tumwater's Deschutes Valley Trail. The WTGA could serve as a model for other potential trail stewards in the Thurston Region. Their commitment is clear in their mission statement:



The mission of the Woodland Trail Greenway Association is to advocate for and partner in the development of a publicly-owned multiuse trail and greenway from Pioneer Park to McAlister Springs, linking the cities of Lacey, Olympia and Tumwater in Washington State.

We further advocate the development of other non-motorized connections, recognizing that it will be part of an interconnected system of trails, sidewalks, bike lanes, low volume streets, and transit in Thurston County, WA.

Equestrian organizations could seek opportunities and be invited to participate in the ongoing maintenance of the equestrian side paths along the Chehalis Western Trail and Yelm-Tenino Trail corridors. User groups are likely to volunteer labor if it can

Volunteers assist in landscaping the Woodland Trail at a volunteer work party.
Photo by Jack Horton.

help maintain facilities that serve their activities and trip purposes. Thurston County also organizes volunteer work parties and raises funds through its "Friends of the Trails" Program, which assists in the maintenance of its trail system. Boy Scouts, Girl Scouts, and other fraternities and sororities can also be invited to fulfill community support requirements through trail volunteer efforts.

Trail Design

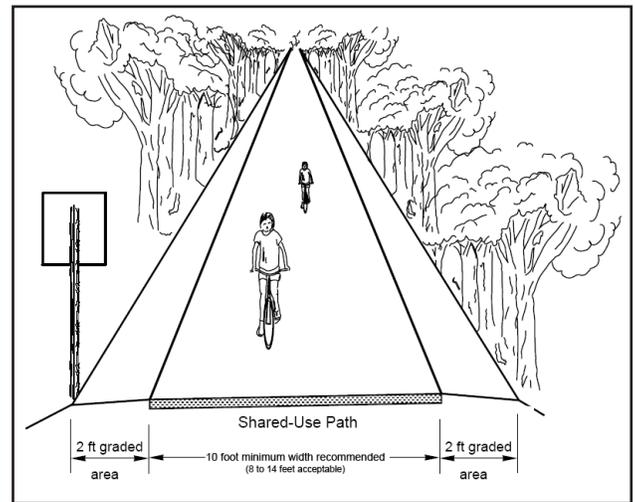
This Plan does not cover trail design in great detail. Transportation engineers and officials have access to published peer-reviewed design specifications for shared-use trails and their standards are well known. The Conditions and Recommendations section of this Plan offers a list of references that support the industry standards and can aid trail managers in planning, designing and engineering their trails. A basic overview of trail design standards is provided in this section for general audiences that may reference this plan.

Shared-Use Trail Profile

Shared-use trails are typically a minimum of 10 feet wide with two foot graded gravel shoulders on each side of the trail (AASHTO, 1999). Under certain conditions it may be advantageous or necessary to increase a trail's

width to 12 to 14 feet because of anticipated higher volumes of trail users (WSDOT, 2006). Trails may also be reduced to eight feet wide where right-of-way (ROW) constraints or lower expected volumes of trail users do not require greater widths. The trail surface is typically paved with asphalt, but may also be paved with concrete, or consist of compacted crushed-rock (figure 1). Some paved and unpaved recreation trails are built with the same design standards, but the trail is intended to be used for slower speed trail activities. Where sufficient ROW and the proper topographical conditions exist, trail designers may include an additional three to four foot wide compacted gravel foot path that is separate from the paved trail. This footpath is intended serve runners, pedestrians, or equestrians in designated areas, that prefer a softer path.

Figure 1: Shared-Use Path



Source: Bicycle Facilities, Chapter 1020. 2006. Washington State Department of Transportation Design Manual (with slight modification).

Trailheads and Access Points

Access points are opportunities to link trails to the surrounding communities. They compose critical links between on-street facilities and the trail. There are basically two types of access points: trailheads and trail access points. Trail access facilities and accompanying amenities also require adherence to Americans with Disabilities Act 1990 (See Appendix B) standards and guidelines.

Trailheads

Trailheads are major trail access points and often include vehicle parking, restrooms, an informational kiosk, information signs, picnic areas, shelters, drinking water fountains, bicycle racks, and garbage cans. Trailheads are typically sited near more populated parts of communities or existing parks and open spaces.

Trail Access Points

These points can be designated or undesignated points of entry. They offer limited facilities like signs, a kiosk, or benches. The greater the frequency of access points, the more options for connecting users to their destinations. Trail access points also grant trail managers and fire crews more direct access to specific points along the corridor, reducing interruptions for trail users.



Horse back riders secure their horses on hitching rails before taking a lunch break. These rails were constructed as part of an Eagle Scout Project near Mud Mountain Dam on the White River. Photo courtesy of Patti Seldal.



Bicycle racks and water fountains are useful amenities for the trail user taking a break from their ride. Photo by Paul Brewster.

Access Control

When it is necessary to restrict unauthorized vehicles from entering a trail, bollards are the preferred access control device. A bollard is a single post that measure at least three feet tall. One bollard placed in the center of a 10 foot wide trail set back 10 feet away from the intersection generally provides sufficient navigable space for trail users. Wider trails may require additional bollards, but three are better than two to avoid channeling a trail user into the center of a trail that could lead to potential head-on collisions with other trail users. A minimum of five feet of space between bollards is recommended. Bollards are designed to be removable to grant service vehicles access to the trail. Gates and other types of barriers can cause nighttime hazards and can potentially limit access to the trail for people in wheel chairs or other personal mobility devices.

Road and Railroad Crossing

Transportation engineers are the best judges for determining what types of crossing are suitable for intersecting with roads and railroads. Traffic volumes dictate whether a trail will cross at grade or go over or under an existing roadway. Trails should cross railroads at right angles to tracks. The crossing surface should also be level with the tops of the tracks to avoid the possibility of bicyclists losing steering control from stuck tires in the rail flangeway.

Equestrian Design Considerations

Some shared-use trail corridors are wide enough to accommodate horseback riding. In the Thurston Region, horseback riding on shared-use trails is presently limited to trail segments in unincorporated Thurston County. Trail managers should be aware of the unique requirements of riders and their horses when designing trails in corridors where equestrian use is or will be permitted. In addition, equestrian groups should develop partnerships with Thurston County to find opportunities to share in the design, construction, and maintenance of equestrian facilities.

The most important factor to consider when accommodating equestrians is to separate equestrian use from other trail uses to avoid conflicts between users. This can be achieved by creating a separate equestrian path that is adjacent to the paved trail, but preferably divided by natural vegetation. Horses and their riders prefer natural surfaces over hard paved or loose trail surfaces for stability and hoof protection. Stabilized dirt is the ideal substrate. A 5-foot-wide tread with a 10-foot vertical clearance provides suitable conditions for trail riding (RTC, 2001) (Figure 2). Stumps, branches, and other debris should be cleared from the trail to prevent injuries to horses and their riders.

Equestrians also require special support facilities at trail heads and along the trail. Horseback riding is a very social activity, and like walkers and hikers, they enjoy group outings. Trails that permit equestrian use should include

designated equestrian trailheads. Equestrian trailheads should offer sufficient space for parking trucks and horse trailers, as well as allow additional space for staging multiple riders preparing for a group ride. Mounting blocks or stumps should be located at trailheads, bridge crossings, and along appropriate utility and recreation stops within the trail corridor to assist riders who experience challenges with mounting and dismounting from their horses. A large even diameter log secured in place can serve this function. Hitching posts and water troughs are also needed at rest stops and picnic areas to serve the equine trail user.

In the Pacific Northwest, untended natural trails will quickly be taken over by vegetation. Equestrian trails will require frequent maintenance. Frequent use of these natural trails by equestrians can hamper the growth of vegetation, but they will require annual maintenance to keep them accessible and functional. Equestrians are the best stewards of their trail systems and the creation and the existence of these trails will rely heavily on the participation of the equestrian community. Equestrians should be encouraged to pack a pruner and a folding bow saw to maintain clear paths for their enjoyment. Equestrian users should take care to properly trim vegetation and dispose of organic material in a manner that conforms to Thurston County's maintenance procedures.

Equestrians must be sensitive to their horses' bodily functions. Horse droppings left to compost on a shared-use trail will cause conflicts with cyclists and hikers, even if the presence of horse droppings are an infrequent event. At the same time, other trail users should be sensitive to the nature and behavior of horses. Equestrian groups are encouraged to work with Thurston County to develop educational signs that offer tips and techniques for all trail users to share the trail with horses and their riders.

Signs for Multi-Use Trails

Trails are transportation facilities and Federal Highways Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) outlines the shape, size, and color of traffic control signs for trails. Signs orient users to surrounding spaces and destinations, conditions, and potential hazards or safety concerns. Signs offer trail users predictability and confidence to use trails as transportation corridors. Signs can also provoke curiosity and promote exploration. The following types of signs are important to increase trail safety and promote trail system efficiency: informational, regulatory, warning, educational, and mile marker.

Figure 2: Equestrian Trail Clearance Requirements



Source: Developed by TRPC. Adapted from Rail to Trail Conservancy TrailLink 2005 Conference Proceedings.

Informational

These signs give trail details such as length, major geographical features and destinations, and acceptable uses. They can include maps and point of contact information for the trail managing authority or emergency service providers. These signs can also provide trail users with information such as the location of transit stops, restrooms and public telephones. Wayfinding signs to connect to other trails, parks, schools, hospitals, libraries, and police stations are included in this category. Informational signs can also suggest what equipment or items are recommended for using the trail such as food and water, cell phone, layers of clothing, helmets, flashlights or bicycle lights, maps, and spare tires or patch kits.

Regulatory

Regulatory signs dictate a trail's operational requirements, primarily serving to control traffic. They also designate which segments of trail are permitted for equestrian uses. These signs inform users of travel speeds; include stop and yield signs; and can prioritize trail user ROW.

Warning

Warning signs point out existing or potential hazards on or around the trail.

They warn users of upcoming intersections or approaching traffic, bridges, tunnels, significant grade changes or natural hazards. They can also warn bicyclists to be considerate of horseback riders and reduce speeds or dismount so as not to frighten horses.

Educational

Educational signs offer opportunities for interpretation along a trail corridor. These signs can highlight a community's history or explain unique environmental features. Trails can provide a sense of place and these signs offer opportunities to narrate and explain its special qualities.

Milepost Markers

Mile markers and signposts indicate a known distance on the trail based on an established starting point that usually begins at a major trail head or trail junction. These markers orient users to their location on a trail. They are preferably set a minimum of every one-quarter mile. Mileposts are instrumental to direct emergency response crews to the site of an accident or emergency.



This sign on the Chehalis Western Trail is informational, educational, and provides useful point-of-contact information to the user. Photo by Stacey Brewster.

Landscaping

Trail users' experiences are influenced by the scenery of a trail corridor. Flora and fauna can create an ambiance that provokes a sense of place and can encourage users to return for future uses. Landscaping increases the scenic value of a trail and can also be designed to prolong the life of a trail. Taller trees can cast shade on a trail surface and potentially prolong the life of the asphalt by reducing ultraviolet light exposure. Well chosen plant species can flourish and inhibit the spread of unwanted vegetation. It is important to select plant species whose roots will not damage the trail.

Trails through undeveloped rural areas may have the landscaping built right in. The best landscaping is the native flora for a specific geographical area. Native vegetation is low maintenance because it has adapted with the area's climate and soil conditions. Native vegetation also provides suitable foraging and breeding habitat for native fauna and migrating birds.

Urbanized trail corridors may require extensive vegetation restoration efforts. A landscaping plan should consider user safety and security, both genuine as well as perceived. Forward and rear sight distances are important at road crossings, bridges, and tunnels. The surrounding vegetation should not box users in, but rather have natural openings to give trails users an escape route should they feel threatened. Local agencies would benefit from consulting a landscape architect with trail design experience when developing a landscaping plan.

Operations

Trail Uses – Utility, Recreation and Physical Activity

Shared-use trails are designed for multiple users and uses. The shared-use trail derives its name from the myriad of shared forms of activities that are enabled by a trail's wide smooth surface. Trails are linear and lengthy which lends them to support a variety of mobile activities. Parks managers refer to these activities as recreation, and transportation officials call them trips. For the sake of categorization and definition, trail use can be broadly categorized into two types of trips, utility and recreation. Utility trips are practical and include traveling to work, going to school, and running errands like going to the grocery store or the bank.

Trails are essentially non-motorized arterials and their use is limited to human-powered forms of travel. Exceptions are made for people with physical disabilities that rely on electric wheel chairs or other electric personal assistive mobility devices (EPAMD, Appendix C). Well designed trails accommodate

The 2000 U.S. Census data reveals that 35,842 people in Thurston County age five and older have some type of disability. *Source: The Profile, TRPC*

all skill levels. Trails should not favor a specific use or user group. The following are some of the types of trail uses that are supported in the Thurston Region:

- Walking alone, with family or friends, with a dog or other pet
- Jogging
- Running
- Skating
- Stroller pushing
- Bicycling
- Cross country skiing
- Bird watching and nature viewing
- Horseback riding (in designated areas)
- Wheel chair and electric personal assistive mobility device uses

See Appendix C for more information on mopeds, electric personal assistive mobility devices, electric-assist bicycles, and motorized scooters.

Hours of Operations



Rules of use and hours of operation are posted at the kiosk at the Chehalis Western Trail Chambers Lake Trailhead. Photo by Paul Brewster.

Trail managers may schedule hours of operation to control trail use, however daytime-only hours limit their transportation value. Winter days are short in the Pacific Northwest and bicycle commutes often occur in the dark. The Department of Natural Resources' and Thurston County's trails' hours are posted as open from Dawn to Dusk. The City of Olympia plans to allow night time trail uses, but will lock restroom facilities after dark. Conflicting hours of operation for linked trails can confuse users and give normally law abiding trail users (with lawful intentions) the sense that they are engaged in unlawful activities. Neighboring trail managers that share corridors or trail junctions could develop after dark conditional transportation uses for bicycle commuters or other valid after-hour uses.

Events

Trail promotion can increase community awareness of trails and increase their use and community stewardship. Grand opening celebrations, trail corridor tours, organized work parties, and special events can increase a trail corridor's visibility among community members. Trail events can also recruit volunteers. Thurston County has successfully hosted two Annual Trail Day events to increase awareness of the Chehalis Western Trail and Yelm-Tenino Trails. At these events, information booths,

raffle prize drawings, and family activities are designed to foster trail awareness and stewardship. The events also solicit membership for Thurston County's "Friends of the Trails" program which provides community support and assistance for the preservation, improvement, and continued development of Thurston County's Trail System.

Trail User Security and Safety

National statistics indicate that development of abandoned railroad corridors to multi-use trails actually create safer environments for properties adjacent to trail corridors (Rails to Trails Conservancy, 1998). The development of a trail increases lawful activities and decreases unlawful behavior along these corridors. The more trail users that perform lawful activities like bicycling, walking, jogging, or nature watching, along any given segment of trail – whether urban, suburban, or rural — the greater the deterrent to criminal behavior.

Crime Prevention through Environmental Design

Crime Prevention through Environmental Design (CPTED) is the concept of designing infrastructure or spaces that eliminates or reduces criminal behavior while simultaneously encouraging people to maintain awareness of other people's safety and security. CPTED principles apply to the built environment, but can also be applied to trailheads and trails that are located in more populated urban and suburban environments, particularly around retail and commercial areas, schools and neighborhoods.

CPTED design strategies are guidelines that trail managers can apply to reduce the fear and incidence of crime and improve the quality of the public's trail use experiences. CPTED design principles are interdisciplinary, and require the planning and design efforts of transportation and parks planners, engineers, architects and landscape architects, and law enforcement officials. The National Crime Prevention Council lists four general CPTED principles that focus on creating perceptions of spaces that influence offender decisions and deter criminal activity and promote secure environments (National Crime Prevention Council, 2007):

- 1. Natural Surveillance** - This design concept creates an environment that makes one feel they can be easily observed or monitored. This is promoted by features that maximize visibility of people, parking areas and restroom entrances: doors and windows that look out on to streets and parking areas; increased line of sight visibility for trail segments, sidewalks and streets; highly visible transit stops; and adequate night time lighting.
- 2. Territorial Reinforcement** - This physical design concept serves to

create or extend a field of influence for any given person or group of people in a particular setting. Users then develop a sense of spatial control while potential offenders, perceiving this control, are discouraged. This is promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and shoulder level open type fences.

3. **Natural Access Control** - This design concept aims to decrease criminal behavior by denying access to potential targets by giving potential offenders a perception of risk. This perception is gained by designing trail segments, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements. Entries and exits should be obvious. Spaces that are well maintained give the impression they are frequently used by law abiding citizens.
4. **Target Hardening** - This concept attempts to give the impression that facilities are industrial strength or heavy and steadfast. The impression of durability deters the crime because it requires too much energy or specialized equipment. Doors should have deadbolts and interior door hinges that prohibit entry. Trail amenities such as benches, bicycle racks, water fountains, restrooms, garbage containers, and signs should be durable and secure.

Conflicts, Factors, and Controls

Trail system managers that recognize the causes for conflicts, and implement measures and programs to control factors that create conflicts, are more successful with promoting positive trail use experiences for its users. The Federal Highways Administration (FHWA) and the National Recreational Trails Advisory Committee completed a study, "Conflicts on Multiple-Use Trails: Syntheses of the Literature and State of the Practice." Most user conflicts were caused by:

- Collisions and nears misses among users
- Reckless behavior
- Poor user preparation or judgment
- Unsafe conditions not related to trail use (obstacles, weather, etc.)
- Poor trail design, construction, maintenance or management issues

The study identified factors that trail managers can use to control or influence to maintain user safety:

- User Speed (speed differential between users is more problematic than the actual speed)
- Mass of user and vehicle
- Sight Distances

- Trail width
- Trail crossings
- Trail surface
- Congestion (for example, number of users per mile)
- Users overtaking one another without warning
- User expectations and preparedness (for example, walkers who understand they may encounter bicyclists and can react more effectively)
- Emergency procedures
- On-site management presence

The study surveyed trail managers for effective techniques to reduce conflict. Trail managers reported the following approaches:

- Signage
- Education
- Meeting with user groups
- Expanding facilities
- Police or ranger patrols
- Enforcement of regulations
- Brochure articles in newsletters or local newspapers
- Imposing speed limits
- Volunteer trail patrols
- Partial closings
- Bicycle bell give-a-ways

Emergency Response and Enforcement

Trail managers should have plans in place for trail emergencies. Fire and police departments need to effectively access trails to respond to emergencies quickly. Between December 2005 and September 2006, Thurston County Department of Communications (CAPCOM) serviced 48 calls for the Chehalis Western Trail or properties adjacent to the trail and four calls for the Yelm-Tenino Trail. Only one advanced life support call (reason not reported) and three basic life support calls were documented.

Thurston County Parks and Recreation has ensured that all municipal police and fire departments have access to the County's trails. Equally important, trail users must be able to reference signs and milepost markers to orient them to their whereabouts. This not only allows them to report their location to emergency crews, but it also gives trail users a sense of security knowing where they are in relation to the surrounding environment.

Trails are separate from the road network and present challenges because they have limited access for service and emergency vehicles. Police, firefighters,

and paramedics should be aware of any unique obstacles or situations that could make trail access difficult. Emergency responders not only need access to the trails, but must understand how to navigate to the section of trail to provide assistance where it is requested. Emergency crews and their support staff should have access to maps or geocoded displays that have digital waypoints of the trail's milepost markers to assist them in navigating to their objectives.

Randomly scheduled bicycle mounted police patrols can serve to both provide trail users a sense of safety and foster good relations between the public and community police officers. The frequency of patrols should be determined by local police commanders based on each trail's unique security challenges and the availability of police officers to staff the patrols.

Trail Funding

Financial Challenges

The Thurston Regional Trail Network will require phased construction of individual segments over a long period of time. This long term investment will provide great value to the region and its citizens, but it will be costly. This plan describes the shared-use path network as an integral component to the multimodal network, but it is no more significant than sidewalks, bike lanes, transit services, roads, bridges, tunnels, and other transportation infrastructure. This plan does not prioritize shared-use trail development above any other component of the transportation system.

Local agencies prioritize their capital facilities plans and transportation improvement programs to meet the needs of their jurisdictions. Projects that require much needed safety improvements for all system users are a priority. *The 2025 Thurston Regional Transportation Plan* projects that over the next 20 years, the region will invest 43 percent of its transportation revenues on maintenance, preservation, and operations. Twenty-seven percent will be spent on locally significant transportation projects, and another 16.5 percent will go towards regionally significant investments. The remaining 13 percent will be spent on transportation administration.

Implementation

Most of the 50 miles of existing trails that were developed over the last decade were constructed within the right-of-way (ROW) of a single owner. Their construction was managed by the individual municipal or State agency that owned the ROW. It is economical and efficient for a single agency to plan and develop its trail projects independently with this condition. However, some trail sections must cross water bodies, challenging topography, or arterials, highways, and railroad tracks. Some trail corridors also traverse multiple jurisdictions and the ROW may be owned by multiple public or private entities. These types of trail projects are expensive because of the high cost to acquire the necessary ROW, coordinate the planning, conduct environmental reviews, complete extensive permitting processes, and design and build. Due to their high cost, trail segments with these conditions are often the last sections of a corridor to be developed.



Project Prioritization generates community support and creates leadership to champion critical projects and secure the funding necessary to complete them. Photo by Thera Black.

The proposed Thurston Regional Trail network includes several trail segments that will require multiple partners and stakeholders (see Table 3-4 in Conditions and Recommendations). Implementation of the Regional Trails Plan will require collaboration between the cities, Thurston County, Thurston Regional Planning Council, multiple State agencies, Federal recreation and transportation agencies, Tribes, and other public and private entities. The development of the regional trail network will require partnerships not just between all of the organizations mentioned throughout this plan, but the intradepartmental staff from parks, public works, and planning departments of the municipal governments. A coordinated and joint agency implementation of the Regional Trails Plan offers these benefits:

- Common vision unites all partners
- Common goals guide all projects
- Project prioritization generates community support and creates leadership to champion critical projects and secure the funding necessary to complete them

Development Strategy

The Technical Advisory Committee and the Regional Citizens Trails Advisory Committee both proposed the following strategy for prioritizing trail development in the Thurston Region:

1. Acquire the additional ROW that is required for any trail's future development;
2. Prioritize investments in paving paths over construction trail amenities. In other words, more miles of trails without bathrooms are preferred than less trail miles with bathrooms; and
3. Add amenities over time as funds become available.

Project Prioritization

This plan does not prioritize shared-use trail development above any other component of the transportation network. In general, local agencies take responsibility for prioritizing all of their own transportation projects and forge partnerships with other agencies and stakeholders necessary to construct their facilities. Trails are no exception. Competing capital facility improvements and other demands direct local governments' attention and priorities.

Construction of a municipality's portion of trail using local general funds will compete against other projects including much needed sidewalks, bike lanes, and reconstruction of deteriorating local roads and collectors. External transportation funding sources also have limitations. Grants and funding programs often dictate what types of projects local governments can apply for based on the source's eligibility criteria, i.e. habitat restoration, safety,

maintenance, recreation, etc. Transportation infrastructure, particularly trails, is frequently funded opportunistically. External funding authorities do not own or manage the facilities they chose to fund, and local project prioritization and ranking may be irrelevant when competing for revenue with other municipalities. Because of this, a local government will submit a project with the attributes they believe will stand a chance of receiving funding rather than a local high priority project that is less likely to be funded. However, projects that are regionally endorsed with multi-lateral municipal support tend to score well with State grants. In addition, regionally significant projects have more visibility at the national level and are more likely to gain congressional representation. The Chehalis Western Trail's "Bridging the Gap" project is an excellent example of a regional priority project with broad community support that benefited from multiple partnerships. This project received substantial federal funding because of the spirited efforts of many.



Rainy skies didn't stop Congressman Brian Baird and members of the community from turning out for the ribbon cutting ceremony of the first phase of the Bridging the Gap Project. Photo by Paul Brewster.

Evaluation Criteria

Thurston Regional Planning Council (TRPC) is responsible for providing continuous, coordinated, comprehensive long-range transportation planning in urbanized areas, and serves as a forum for decision making. TRPC also ensures that regional transportation planning is consistent with county-wide planning policies and growth strategies for all of Thurston County and its cities towns and communities. Regional transportation planning includes shared-use trail planning. The Thurston Region views shared-use trails as non-motorized transportation facilities that are integral to the multi-modal transportation network.

The region's policy makers must sometimes choose between or prioritize trail projects competing for limited Regional Surface Transportation Program and Enhancement Grant Program funds. Policy Makers attempt to assess the overall quality of a project's deliverables. This plan offers generalized prioritization criteria to assist Policy Makers with their trail project selection process. These criteria are applicable to both undeveloped and incomplete trail corridors. Policy Makers should evaluate future candidate trail projects with the following criteria when prioritizing or selecting trail project proposals for funding (the list of criteria is not presented in a hierarchal order):

1. **Existing Facility.** Is the proposed trail project part of an existing trail facility? Does the project proposal complete the corridor or add significant length to the proposed corridor?
2. **Connectivity.** A useful trail does not lead to nowhere. Does the project link directly to other trails? Does the project create connectivity between common origins and destinations such as neighborhoods with parks and recreation facilities, community centers, employment sites, schools, libraries, and retail centers?
3. **Safety.** Does the project provide a safe non-motorized route through a high traffic volume or high speed traffic corridor that lacks non-motorized facilities like sidewalks and bike lanes? Does the route connect neighborhoods with children to schools and other essential community services that are not effectively linked by on-street facilities?
4. **Greenway/Open Space Network.** Does the project preserve critical habitat or preserve greenway corridors that could protect native flora and resident and/or migratory fauna. Does the trail corridor provide a scenic trail use experience not afforded by other trail corridors?
5. **Lost Opportunities.** Does the project seize an opportunity to secure ROW for a shared-use-trail that may not present itself again in the future? Is the ROW in jeopardy of future development? Does postponing developing the proposed trail corridor become more difficult or add significant more expense in the future as adjacent properties develop or surrounding land uses change?
6. **Project Readiness.** Has the project applicant completed ROW acquisition, design and engineering phases, environmental review, and /or permitting processes? Does the project include a substantial local revenue match? Does the project include multiple stakeholders? Does it have broad community support?
7. **Level of Use.** Is the proposed trail in a more urban setting or surrounded with more dense development that may generate higher levels of use than other trails? Will it offer a variety of trail use experiences for a significant number of users?

Cost Estimates

Constructing trails is much like constructing roads. At a minimum they require a subsurface base of gravel, a layer of asphalt, signing, and access and traffic control devices. They also must include provisions for stormwater drainage and infiltration. But trail users desire additional amenities like trail heads, kiosks, benches, landscaping wayfinding signs, restrooms, bicycle racks, picnic tables, drinking fountains, and garbage cans. All of these features add to a trail's overall costs.

The regional trails planning process did not formulate detailed assumptions and generalized cost estimates to project future expenditures for trail construction. Reviews of previous bicycle and trail plans revealed that cost estimates don't prove accurate when projects become construction ready. Rising real estate prices, double digit inflation in the cost of asphalt over the last three years, and multiple variables associated with site design make it difficult to predict how much the entire 140 miles of the regional trail network is going to cost to build. Basic cost estimates for an Americans with Disabilities Act (ADA) accessible, one mile linear stretch of a 10 foot wide asphalt-paved trail with access control devices range as high as \$750,000. Trails with more street crossings require more signs and access control devices and will increase design and construction costs. The additional trail amenities that users come to expect will add additional costs.

Funding Sources for Trail Development

Local governments are already creatively stretching what limited funds they have available for trail development. Current trail projects include a variety of local, state, and federal sources of funds. Private developers could also contribute to trail development through the State Environment Policy Act (SEPA) mitigation process. The Thurston Region has demonstrated what is possible with partnerships through the "Bridging the Gap Project." Developing the Thurston Regional Trail Network will require more of these kinds of commitments and partnerships.

Federal Funding Sources for Trails

The following sources of funding may be used for shared-use trails or their supportive on-street facilities (some of this information was provided courtesy of the Rails to Trails Conservancy):

Thurston Regional Surface Transportation Program (STP), Federal Highways Administration (FHWA)

STP funds are made available through the federal transportation bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). These funds may be used for construction of non-motorized transportation facilities like shared-use trails, sidewalks and bicycle lanes among other things.

These funds are available to all local government agencies and non-traditional transportation partners. Thurston Regional Planning Council (TRPC) administers the Regional STP Grant Program. Projects are reviewed by the Transportation Policy Boards and must be approved by the Regional Council. Depending on the type of applicant, a local match between 13.5 to 40 percent is required. For more information, contact Thurston Regional Planning Council at 360.956.7575.

Transportation Enhancements (TE) Program, Federal Highways Administration

The source of these federal funds come from SAFETEA-LU and include 12 categories of projects related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. TE investments benefit communities through rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers.

These funds are requested through TRPC and are prioritized by the Transportation Policy Board and the Regional Council. The Washington State Legislature makes the final selection. For more information, contact Thurston Regional Planning Council at 360.956.7575.

Land and Water Conservation Fund (LWCF) Grants, National Park Service

The LWCF program provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources across the United States. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenways. LWCF funds are distributed by the National Park Service to the states annually. Communities must match LWCF grants with 50-percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation purposes, in perpetuity. Projects must be in accordance with each State's Comprehensive Outdoor Recreation Plan.

Washington State Recreation and Conservation Office (RCO) manages the state program for these federal funds. For more information, contact IAC at 360.902.2000

Economic Development Grants for Public Works and Development of Facilities, U.S. Department of Commerce, Economic Development Administration (EDA)

This program provides grants to states, counties, and cities designated as redevelopment areas by EDA for public works projects that can include developing trails and greenway facilities. There is a 30-percent local match required, except in severely distressed areas where federal contribution can reach 80 percent.

National Scenic Byways Program, Federal Highways Administration

This grant program can fund planning, safety and facility improvements, cultural and historic resource protection, and tourism information signage. Bicycle and pedestrian facilities can be developed in conjunction with scenic roadway projects.

This program is administered through Washington State Department of Transportation's Scenic Byways Program. For more information, contact 360.705.6822.

Congestion Mitigation and Air Quality (CMAQ) Program, FHWA and Federal Transit Administration (FTA)

The CMAQ program was created to reduce congestion on local streets and improve air quality. Funds are available to urban communities designated as "non-attainment" areas for air quality, meaning the air is more polluted than federal standards allow. CMAQ, FHWA and the FTA. Funding requires a 20-percent local match. The Thurston Region has recently become eligible to use these funds. Although trail projects are eligible, they would need to demonstrate a measurable improvement in air quality in the region's PM-10 Air Quality Maintenance Area.

TRPC has recently developed a CMAQ sub-committee to define a grant process for these limited funds. For more information, contact Thurston Regional Planning Council at 360.956.7575.

The Federal Public Lands Highways Discretionary Fund, Federal Highways Administration

The Public Lands Highways (PLH) Program was originally established in 1930 by the Amendment Relative to Construction of Roads through Public Lands and Federal Reservations. Funding was provided from the General Fund of the Treasury. The intent of the program is to improve access to and within the Federal lands of the nation. Cities, counties, tribes, and federal agencies are eligible to use these funds.

This grant program is administered through Washington State Department of Transportation. For more information, contact 360.705.7381.

The Washington Wildlife and Recreation Program (WWRP), Interagency Committee for Outdoor Recreation

This funding program provides assistance for a broad range of land protection, park development, preservation/conservation, and outdoor recreation facilities. Grants are available for trail acquisition and development. Grants require a 50 percent local match.

This grant program is administered through Washington State Recreation and Conservation Office (RCO). For more information, contact 360.902.3080.

State Funding Sources for Trails

The following State sources of funding may be used to develop shared use trails. Other funding options may be available.

The Safe Routes to School Program, Washington State Department of Transportation and Federal Highways Administration

This federal and state program is funded through SAFETEA-LU and Washington State Department of Transportation. It can fund bicycle and pedestrian safety projects that create safer routes to school.

Washington State completed its 2006 grant program this year. For more information about future calls for projects, contact 360.705.7528.

The Small City Sidewalk Program, Washington Transportation Improvement Board (TIB)

The Sidewalk Program was established by the Legislature in 1995 to provide funding for pedestrian projects. The program is available to both small city and urban agencies and provides funding for sidewalk projects related to transportation. This funding source does not fund trails, but could be used to finance construction of sidewalks that connect to trails. The project must be on or related to a TIB Small City Arterial. Completed projects must be consistent with the Americans with Disabilities Act (ADA). Cities with populations over 500 require a five percent match.

This competitive grant program awards projects from \$1 million to \$1.5 million on an annual basis. Applications are due at the end of August and projects are selected by the Board in November. For more information, contact TIB at 360.586.1140.

Washington State Pedestrian and Bicycle Safety Program, Washington State Department of Transportation

This grant program aids public agencies in funding their cost-effective projects that improve pedestrian and bicycle safety through engineering, education and enforcement. Eligible projects may include engineering improvements, education programs and enforcement efforts that improve safety for non-motorized transportation users.

Washington State completed its 2006 grant program this year. For more information about future calls for projects, contact 360.705.7258.

Grade Safety Grant Program, Washington Utilities and Transportation Commission (WUTC).

WUTC has monies from its Grade Crossing Protective Fund (GCPF) to reduce accident frequency and severity at both public and private railroad crossings and to reduce pedestrian trespassing and the frequency of trespass-related deaths and injuries along railroad ROW. Any public, private, or nonprofit entity may submit an application to the commission for GCPF monies. Examples of projects in this category include fencing or other physical barriers that prevent trespassing on railroad ROW, pedestrian warning devices, channeling devices, media or public relations campaigns, and enforcement-related activities. Grants from the commission's Grade Crossing Protective Fund may cover up to \$20,000 of a selected project's costs without a cost-share/match requirement.

For more information, contact 360.664.1257.

Local Funding Options

Local Agencies can fund trail projects through a variety of measures contingent on local approval. Some funding measures are available to local governments but have not been enacted or implemented in the Thurston Region. A more detailed summary of local transportation funding sources and their uses can be found in the *Guide to Financing the Regional Transportation Plan* (TRPC, 1999). This document can be found on TRPC's website: www.trpc.org.

Existing Options

The following options currently exist to local governments:

1. General Obligation Bonds, RCW 35.45; 36.76; 39.36; 39.52
2. General Funds, RCW Various
3. Local Improvement Districts (LID), RCW 36.94.220-36.94.300; 36.88; 81.104
4. Public Works Trust Funds, RCW 43.155
5. State Environmental Policy Act (SEPA) Mitigation, RCW 43.21C; 36.70B

Options Not Enacted

The following options are enabled by state law, but not enacted in the Thurston Region:

1. Commercial Parking Tax, RCW 82.80.030
2. Motor Vehicle License Fee, RCW 82.80.020
3. Transportation Benefit Districts, RCW 36.73

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Environmental Considerations

Considerations of any potential environmental impacts of the Regional Trails Plan to the natural, human-built, and social environment are broader than what can be accomplished by any discussion in this plan. This section attempts to summarize in general the potential environmental benefits and costs that shared-use trails may pose to the environment.

This plan evaluated opportunities for connecting and expanding the existing trail network across the entire Thurston Region. The available rights-of-way (ROW) and the parameters used to select trail corridors were very limited. Trails require long linear corridors. As such, the trail corridors identified in this plan were selected from abandoned and active railroad lines, and public transportation and private utility ROW. In a few instances, city or county owned parcels designated for future recreation or open space preserves were also included where they serve to complete missing links.

Environmental issues and considerations were broadly examined for Thurston County and its communities. The regional trail planning process is a first step towards many future phases that will be led by the local agencies. Local jurisdictions over time will follow up with more detailed planning, environmental analysis and construction of the projects identified or recommended in this plan.

The Value of Environmental Review

The Regional Trails Plan will enable the resolution of potential impacts to the environment by increasing public and local agency awareness of the issues. This plan includes recommendations that must be addressed prior to the construction and operation of certain trail corridor segments. Information for environmental considerations for individual trail corridors was obtained from local planning documents, first hand knowledge from local agency staff, and public input. Known issues are listed for individual trails in Chapter 3, Conditions and Recommendations. By increasing community awareness of the issues, the problems may be tracked and addressed by the appropriate stakeholders as plans are updated, site-specific designs are created, projects are implemented and facilities are opened for operation. Thurston Regional Planning Council (TRPC) will continue to provide a venue for local agencies to share their lessons learned - which may in turn lead to time and cost saving measures for project delivery.

Regional Trail Planning Environmental Review Limitations

It is beyond the scope of this plan to review every recommendation and project specific details to certify every potential project will comply with all local, state, and federal environmental regulations. Furthermore, this section does not contain a comprehensive summary of all potential environmental issues that the local agencies will need to consider when planning, designing, and constructing their respective trail corridors. For each local agency's individual trail project, whether it is the construction of a trail or a restroom facility at a trailhead, each project may require at a minimum:

- A project specific environmental review;
- Regulatory approvals; and
- Appropriate public review processes.

Local jurisdictions have several resources available to assess project specific potential impacts, including: a cultural resource database containing over 1,300 sites, information about significant tribal and aboriginal lands, a critical database and mapping tool, and detailed zoning and land use maps.

Environmental Responsibility



Boardwalk through Woodard Bay Nature Preserve forest. Trails coursing through environmentally sensitive areas can provide public access to areas of interest without significant impacts to the environment. Photo by Stacey Brewster.

Many potential impacts will be addressed through existing regulations. Agency compliance with state and federal environmental laws, including the inventory and assessment of sensitive lands, cultural resources, and community assets will likely minimize any impacts the planned and proposed projects included in this plan will have on these areas.

Effective mitigation for impacts might involve:

- A design change
- The use of a specific low impact construction technique
- An alternative alignment
- A decision to not develop a trail segment or trail access site

The nature of the known or potential impacts is highly site specific and dependent on the particular design and construction of individual projects. Local jurisdictions will be responsible for the design and construction of the projects. By law, they are required to comply with all state and federal environmental laws and permitting processes during design

and engineering phases. In fact, any projects funded by state and federal dollars will not receive funding unless the responsible agency completes the necessary environmental reviews and obtains the appropriate permits for construction.

The Natural Environment

Air Quality

The Regional Transportation Plan (RTP) is required to model future transportation projects' contribution of pollutants known as PM10. PM10 is a category of air pollutants that are comprised of particulate matter less than 10 microns in size. Wood smoke from home wood heating sources is the primary source of this pollutant in the Thurston Region. Automobile emissions and dust from tire and brake wear are also measurable sources.

Bicycle and pedestrian facilities do not contribute to PM10. Sidewalks, bike lanes, and trails are exempt from air quality conformity requirements for the region's Air Quality Maintenance Area per 40 CFR 93.126. The operation of shared-use trail facilities does not generate any other measurable source of air pollution. By increasing the availability and connectivity of trails, sidewalks, and bicycle facilities, more non-polluting modes of transportation are enabled. People can decrease their reliance on their automobiles for certain kinds of trips. Both the RTP and the Regional Trails Plan contain policies that recognize shared-use trails as a vital component of the multimodal transportation network.

The construction of trail facilities during very dry weather may temporarily create localized dusty conditions that may affect people with respiratory diseases such as asthma and Chronic Obstructive Pulmonary Disorder (COPD). Local agencies can mitigate this condition by notifying local residents of construction plans and advising people with respiratory problems to remain indoors with their doors and windows closed, and by prohibiting trail users access to the construction site. In addition, construction crews often utilize water trucks to control dust plumes. Diesel vehicle and equipment operation and idling in the construction zone can be managed to limit construction crews' and other peoples' exposure to engine and equipment exhaust.

Water Quality

Thurston County has a great diversity of water resources and shorelines that require protection: the Puget Sound, lakes, rivers, creeks, wetlands, and aquifers. It is important to protect the region's many water resources and watersheds for the benefit of people and their environments and wildlife and their habitats.



The public desires access to shorelines and open spaces. Environmental laws serve to balance the needs of people while offering protections for plants, animals, and critical areas. Photo by Paul Brewster.

Trails can provide the public non-motorized access to waterfronts and natural areas for its recreation and enjoyment. The need to provide public access and protect water resources and habitat must be balanced. Almost every trail in the plan will encounter some form of water body or landscape with a hydrological condition that requires attention. Where possible, local agencies should plan trail alignments that avoid or minimize impacts to hydrologically sensitive areas. Inevitably, a trail must cross a creek or river and will require a bridge. Local agencies will evaluate low impact trail surfaces for wetlands and

shoreline facilities such as boardwalks, permeable trail surfaces, or identify detours. The use of impermeable surfaces, fill material, and other construction through wetlands is prohibited without a permit from the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service and other regulatory agencies.

Controlling surface water is one of the most important aspects of trail design and development. Local agencies are responsible for evaluating the surrounding topography, soil and drainage conditions, and determine how water will collect and drain through a trail corridor. Additional considerations must be provided for trails that may pass through areas prone to flooding.

During construction, local agencies and contractors offset risks to water resources by implementing temporary erosion and sediment control measures, and develop spill prevention and countermeasure plans.

Plants, Animals, and their Habitat

The natural environment is subject to change through natural processes and events and human modifications. The effects of human development and colonization of landscapes can be detrimental to plants and animals and their resources. Environmental laws and policies are intended to balance the needs of people with protections for natural resources and wildlife. The protection of other species and biotic communities is essential to preserve and maintain the region's natural heritage, protect watersheds, and maintain biodiversity.

Considerations for flora, fauna, soils, and the resources and the structural integrity of habitats must be addressed during the design and construction phases of a trail and its associated facilities. Special considerations must be given to threatened and endangered species and species of special concern. Local agencies are required to survey landscapes that provide or potentially provide suitable habitat for these kinds of species. Any potential adverse affects that a trail poses to wildlife must be mitigated.

Ninety-seven percent of the proposed regional trail would be built within corridors that are already established. Most of the existing, proposed, planned, and potential trail corridors are aligned within abandoned or active railroad and utility easement corridors. These corridors' soils, vegetation, and animal life have already been disturbed by human development and activity. The conversion of abandoned railroad corridors to shared-use trails presents opportunities for removal of hazardous materials and invasive plant species. Short and long term opportunities to amend soils and restore native plants can convert these former industrial corridors into greenway corridors. Greenways can provide continuous pathways with vegetated cover for animals moving between habitats surrounded by landscapes fragmented by urban developments.

Trail uses such as walking, running, cycling, and horseback riding are quiet and relatively low speed activities that usually occur during the daylight hours. Most diurnal birds and mammals will adapt to trail activities. Trail activities that may create potential disturbances for sensitive species during breeding season can be minimized through trail management techniques. Temporary trail closures, detours, or prohibition of certain activities could be implemented for some segments of trails that pass through or by sensitive habitat. The same management techniques could be considered for trails around shorelines and waterways that might offer winter foraging habitat for flocks of grebes, ducks, scoters, and other water birds that migrate to South Puget Sound waters.

Energy

The RTP, local agency comprehensive plans, and commute trip reduction (CTR) plans contain goals and policies that promote mixed-use urban development and connected sidewalks, bike lanes, trails, and transit service. The Regional Trails Plan also contains policies that promote trail use for both recreation and utility trips. The goals of these plans aim to create livable communities that enable shorter distance trips that people can make by walking, cycling, and using transit services. Peoples' reliance upon their automobiles for shorter distance trips will be reduced and thereby decrease their demand for fossil fuels.

The Built Environment

Land Use and Transportation

By 2030, the Thurston Region's population is expected to reach 373,000. This growth will place significant demands on the available buildable land supply. Additional demand will be placed on the transportation network, parks and open spaces. Trails are unique because they serve both recreation and transportation functions.

The relationship between land use and transportation is important. It is desirable to link existing and future trails to increase the trail network's effectiveness for connecting people with their desired destinations, and to offer sufficient space for people to be physically active outdoors. The availability of abandoned railroad corridors opened new opportunities for traveling and recreating across long distances. Many communities have realized this value and now consider their trails essential public facilities. In the summer of 2007 the Central Puget Sound Growth Management Hearings Board ruled that a Lake Forest Park ordinance, limiting the expansion of the Burke-Gilman Trail through the city, violated the Washington State Growth Management Act. The Board's ruling stated that the Burke-Gilman Trail is a regional commuter route (2000 commuter cyclists per day through Lake Forest Park) and considered it "an essential regional public facility." Their ruling cleared the way to allow the trail to be expanded.

Like most established communities throughout the United States, the Thurston Region is challenged to plan and link its trails around and within an existing built environment, which is predominantly privately owned. The 2025 Thurston Regional Transportation Plan includes more than eight policies that recognize the value of trails and other elements of the non-motorized transportation system. The Regional Trails Plans includes policies that promote trail development in existing public ROW, utility easements, and shorelines. These ROWs may be the most cost effective corridors to utilize for future trail network expansion and connectivity.

Some critical trail alignments identified in the Thurston regional trail network follow sections of the Deschutes River, Percival Creek, and West Bay shorelines. The development of some of these trail segments conflict with existing land use and shoreline development policies and regulations. In some instances, the conflicts are not entirely due to potential environmental impacts, but more so with community values regarding public access along shorelines and waterfronts. For example, the *Deschutes River Special Area Management Plan* allows pedestrian access to the waterfront and the base of Deschutes

Falls, but restricts bicycling. The Regional Trails Plan recommends that local agencies review their shoreline master plans as opportunities arise to reevaluate the role of shared-use trails in their communities and their interaction with shoreline environments.

This plan includes policies for integrating trail access with sidewalks, bicycle lanes, and transit services. Unfortunately, some Thurston County residents don't live in proximity to trailheads and trail access points, or they don't have connected sidewalks and bicycle lanes that enable walking and bicycling to trails. A significant portion of the population will need to drive to trailheads and access points. The auto trips generated by the induced demand of future trails and trailheads will have little effect on the level of service of the road networks. These kinds of recreation trips usually occur during the off-peak non-commute travel periods. The availability of parking at trailheads will likely be no more full than parking lots at other municipal parks and open spaces.

Social Environment

Historic and Cultural Preservation

Trail projects can modify the physical structure of historic transportation infrastructure, principally former railroad structures. Other historic settings, structures, or elements of cultural significance should be considered during a project's design phase. The Washington State Office of Archaeology and Historic Preservation (OAHP) maintains a database of historically significant sites. This database along with Geographic Information Systems can assist planners in determining if a trail project poses any potential impacts to these resources. In addition, jurisdictions must also consult tribal cultural resources staff regarding properties or sites that are unpublished or whose location and significance are a tribal matter, as well as OAHP's confidential record of known archaeological sites.

State and federal regulations require careful and specific consideration of project impacts on cultural resources, and most local agencies have enacted their own policies and processes for preserving historic resources. The goals and policies of the RTP, as well as the design concepts suggested in this plan, support investments that contribute to a community's overall sense of place, including the preservation, interpretation, and education of historic and cultural resources.

Environmental Justice

Federal Environmental Justice is: “The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies” (Environmental Protection Agency, 2007).

In general, low-income and minority populations tend to be more concentrated in the urban core of Lacey, Olympia and Tumwater. However, the more rural communities of Bucoda, Yelm, Rainier, Rochester/Grand Mound and Tenino also have households living below the poverty level. Members of the Nisqually Tribe and the Confederated Tribes of the Chehalis Reservation experience poverty levels that are much higher than the county average. The distribution of minority populations is fairly even across most of the region.

The RTP calls for investments in a multimodal transportation system comprising of appropriate levels of transit services, pedestrian, and bicycle facilities to supply travel choices for all residents - regardless of ethnicity or income. The Regional Trails Plan evaluated a system wide network of trails that would expand non-motorized transportation opportunities for all residents. The proposed Thurston regional trail network could create a trail system that traverses and connects neighborhoods, cities, and neighboring counties.

Thurston Regional Planning Council strives to conduct public processes that reach out to all residents. TRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities.

Title VI ensures that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives federal financial assistance.

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Glossary

Access Management

The careful control of the location, design, and operation of all driveways and public street connections to a roadway, to improve roadway safety, and for efficiency.

Accessibility

A measure of the ability or ease of all people to travel among various origins and destinations.

Americans with Disabilities Act (ADA)

This federal civil rights legislation mandated significant changes in transportation, building codes, and hiring practices to prevent discrimination against people with disabilities. The Act requires transit agencies to supply complementary or supplemental paratransit services within $\frac{3}{4}$ mile of fixed routes to people who, because of their disability, are unable to use the fixed route system.

Arterial

A class of street characterized by high vehicular capacity used primarily for through traffic rather than for accessing adjacent land.

Bike Lane

A portion of the road or highway that is identified by pavement markings and/or signs reserved for bicycle use.

Capacity

The number of people, vehicles, or amount of goods that can be served by a transportation facility or program. The term is most often used to describe the number of vehicles served by a roadway.

Capital Facilities Plan (CFP)

The part of a jurisdiction's comprehensive plan that includes an inventory of capital facilities, and the proposed location and funding for future construction projects.

Centerline Miles

A measure of road length along the "centerline" of any given road regardless of the number of lanes it contains.

Collector

A roadway linking traffic on local roads to the arterial road network. A collector balances the need for mobility and through-put with the need for access to adjacent land uses.

Commuter Trip Reduction Law (CTR)

State legislation requiring employers in the state's 10 largest counties to implement measures to reduce the number of single occupancy vehicle (SOV) trips and vehicle miles traveled (VMT) by their employees during the peak travel periods. Thurston County is one of the affected counties. (RCW 70.94.521-551)

Commuter Trips

Regular trips made from home to a fixed work or school location, regardless of the distance or mode used. Currently, commuter trips represent about 20% of the travel on this region's transportation system. The remaining trips are often referred to as "discretionary trips."

Commuter

A person who travels regularly between home and work or school.

Commuter Rail

Also called metropolitan or regional rail, a passenger railroad service designed mainly for commuters serving a heavy volume of traffic, generally within and between metropolitan and high-density suburban areas. Typically, Commuter Rail is limited to only one or two stations in the central business district.

Comprehensive Plan (Comp Plan)

The Growth Management Act requires local jurisdictions to adopt a long range plan to guide all development activity. One element of the Comprehensive Plan is the Capital Facilities Plan (CFP).

Congestion

A condition that prohibits movement on a transportation facility at optimal legal speeds. Congestion is often characterized as "recurrent" - resulting from constant excess traffic or "nonrecurring" - resulting from special events, incidents or accidents.

Congestion Management and Air Quality Improvement Program (CMAQ)

A federal program that funds projects and activities which reduce congestion and improve air quality. Areas qualify for these funds based on non-attainment status.

Context Sensitive Design (CSD)

This term refers to a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, community, and environmental resources, while maintaining safety and mobility. CSD considers the total context within which a transportation improvement project will exist.

Corridor

In planning, a linear segment of land that connects major residential areas and destinations. A corridor may contain a number of streets, highways, and transit routes, and may follow an interstate, freeway or major roadway. A corridor may be limited to a single jurisdiction or span multiple jurisdictions.

Destination

The point or location where a trip ends.

Easement

A right to use another person's real estate for a specific purpose. The most common type of easement is the right to travel over another person's land, known as a right of way. In addition, property owners commonly grant easements for the placement of utility poles, utility trenches, water lines or sewer lines. The owner of property agrees to not interfere with its designated use.

Environmental Impact Statement (EIS)

A document required by the National Environmental Policy Act and Washington's State Environmental Policy Act for major projects or legislative proposals significantly affecting the environment. A tool for decision making, it describes the positive and negative effects of the undertaking and cites alternative actions.

Environmental Justice (EJ)

Refers to a Federal Executive Order that requires agencies to avoid, minimize, and mitigate disproportionately high and adverse effects of policies, programs, projects and other activities on minority and/or low income populations. The order implies that no population of people should be forced to shoulder a disproportionate share of negative environmental impacts of pollution or environmental hazard due to a lack of political or economic strength.

EPAMD

An "electric personal assistive mobility device" (EPAMD) means a self-balancing device with two wheels not in tandem, designed to transport only one person by an electric propulsion system with an average power of seven hundred fifty watts (one horsepower) having a maximum speed on a paved level surface, when powered solely by such propulsion while ridden by an operator weighing one hundred seventy pounds, or less than twenty miles per hour. (RCW 46.04.1695)

Equilbre Multimodal/Multimodal Equilibrium (EMME/2)

A software program used to forecast future travel demand on an existing or planned transportation facility, and to evaluate the performance of a given segment of the system. TRPC used this multimodal model for the 2025 RTP.

Facility

The means by which a transportation mode is provided or supported. A facility may refer to such elements as a road, sidewalk, Park-and-Ride Lot, or High Occupancy Vehicle (HOV) lane.

Federal Highway Administration (FHWA)

An agency within the U.S. Department of Transportation, with jurisdiction over highways.

Federal Transit Administration (FTA)

An agency within the U.S. Department of Transportation that funds and regulates transit planning and programs.

Fixed Route

Transit service that is regularly scheduled and repeatedly operates over a set route.

Government-to-Government Relations

Describes the manner of working with Indian tribes that recognizes their right to self-government and supports tribal sovereignty and self-determination.

Growth Management Act (GMA)

State legislation passed in 1990 that requires urban counties and their associated jurisdictions to cooperatively develop and periodically update plans related to issues such as land use, infrastructure, services, and housing. Under GMA, the Regional Planning Council is responsible for creating and maintaining a Regional Transportation Plan and for certifying that the transportation elements of each jurisdiction meet GMA requirements. (RCW 36.70a and RCW 47.80)

Heavy Rail

An electric powered rail transit system, typically a metro or subway, operating on a completely grade separated right-of-way, with high operating speeds.

High Capacity Transit (HCT)

Transit systems operating on a fixed guideway, dedicated right-of-way, or freeway/express facility, designed to carry a large number of riders at faster speeds than conventional transit. Frequent and express bus service, passenger ferries, and rail are examples of HCT.

High Speed Rail

An intercity passenger rail system operating on exclusive rights of way. This form of rail serves densely traveled corridors with high operating speeds (up to 300 miles per hour) and limited stops.

Highway and Local Programs (H&LP)

A division of the Washington State Department of Transportation responsible for overall administration of federal funding programs.

Highway System Plan (HSP)

The state-owned component of the Washington Transportation Plan, this document is updated every two years and forms the basis for the Transportation Commission's biennial budget request to the Legislature.

Impact Fee

A fee imposed on new development activities as partial financing for public improvements such as public streets and roads, publicly owned parks, and school facilities.

Infrastructure

A term connoting the physical underpinnings of society at large, including, but not limited to roads, bridges, transit, waste systems, public housing, sidewalks, utility installations, parks, public buildings, and communications networks.

Intercity Rail

Passenger rail service provided for occasional business and leisure travel between cities, typically with a single stop in each city served. Usually shares or leases track from freight railroads.

Intercity Transit (I.T.)

I.T. is Thurston County's public transportation provider.

Intermodal

Multiple types or "modes" of transportation working together in an interconnected, efficient, integrated system. The ability to connect and make connections among various modes of transportation, such as automobile, motorcycle, truck, bus, train plane, bicycle, pedestrian, boat, and ship.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

This federal act revolutionized the way transportation decisions were made, and revenues spent, at the federal, state, and local levels. The Act placed a strong emphasis on coordination among local, regional, and state agencies with a mandate to better integrate transportation and land use decision-making processes. System preservation and management became at least as important as system expansion. ISTEA required a coordinated, comprehensive, and financially-constrained long-range transportation strategy. The original act expired in 1997 and was reauthorized as TEA21 in 1998.

Jurisdiction

This term refers to the authority of government to conduct activities and generally refers to tribes, states, counties and cities. For purposes of this Plan, the term is inclusive of federal and state agencies, and port and transit districts.

Land Use

The way that specific portions of land or the structures on the land are used, such as commercial, residential, retail, industrial. A land use plan establishes strategies for the use of land to meet identified community needs.

Level of Service (LOS)

A method of measuring operational traffic conditions. State law allows agencies to use any number of performance measures to evaluate operational efficiency of the transportation system, as long as it is coordinated regionally. Currently, this region uses the traditional Volume-to-Capacity ratio, or V/C ratio, of a given roadway segment during the busiest two hours of the evening commute period. As the volume of traffic on a roadway during the peak commute time approaches the designed capacity, congestion increases. LOS may use a grading system, with “LOS A” representing free flow and “LOS F” reflecting stop and go or failing traffic flows.

The term is most often used as a performance measure for automobile traffic. Some jurisdictions have attempted to define level of service standards for other modes, such as biking.

Light Rail

Also known as street cars, trams or trolleys, this electric powered rail system can operate in a variety of places – from on the street with automobile traffic to separate rights of way. With stations set every one-half to one mile, this form of rail has slower average operating speeds and less capacity than heavy rail.

Local Street

A street intended solely for access to properties contiguous to it.

Metropolitan Planning Organization (MPO)

An agency designated by the governor to administer the federally required transportation planning in a metropolitan area. Every urbanized area with a population over 50,000 must be served by an MPO. MPOs provide continuing, coordinated, comprehensive transportation planning in urbanized areas and serve as a forum for cooperative decision making. The most visible MPO products include a 20-year Regional Transportation Plan (RTP), a three-year Regional Transportation Improvement Program (RTIP), and an annual Unified Planning Work Program (UPWP).

TRPC serves as the designated MPO for the urbanized area of Thurston County. Thurston County's MPO boundary is approximately that of the Lacey-Olympia-Tumwater urban growth area, with the inclusion of the Cooper Point peninsula.

Mobility

The ability of people or goods to move or be moved from place to place. Mobility also refers to the ease and safety with which desired destinations can be reached.

Mode

A particular form or means of transport – such as walking, traveling by automobile, bus or rail, or riding a bicycle. Some modes avoid trips, such as compressed work weeks or telework.

Mode Split

The proportion of total trips using various specified modes of transportation, such as the percentage of people carpooling, driving alone, or riding the bus.

Multimodal

Refers to the availability of multiple transportation options, especially within a system or corridor. A concept embraced by recent federal legislation (ISTEA, TEA21), a multimodal approach focuses on the most efficient way of transporting people or goods from place to place – combining truck, train, bicycle, automobile, bus, or foot.

Non-Motorized Transportation

Travel accomplished by cycling, walking, skating, wheelchairs or other assistive devices not involving a motor vehicle.

Olympic Region

One of six Washington State Department of Transportation (WSDOT) geographic regions that deals with state transportation issues. The Olympic Region includes Thurston County, and is headquartered in Tumwater.

On-Street Facilities

Sidewalks and Bicycle Lanes.

Origin

The point or location where a trip begins.

Park-and-Ride Lot (Park-and-Ride)

A parking facility for individuals to transfer from one mode to another – usually from a private vehicle to a carpool, vanpool, or public transportation.

Pavement Management System (PMS)

A systematic process that gathers, analyzes, and summarizes pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs. Pavement includes all road surface types including paved, gravel, and improved or unimproved earth.

Peak Period

The time of the day when the maximum amount of travel occurs. Generally, there is a morning peak period (a.m. peak) and an afternoon peak period (p.m. peak).

Pedestrian

A person who travels on foot or who uses assistive devices, such as a wheelchair, for mobility.

Performance Measure

A measure of how well a program, project, activity or system is functioning.

Person Trip

A one-way trip made by a person from one place to another by any mode of travel.

Public Transportation

Transportation by bus, rail, vanpool, or other conveyance, either publicly or privately owned, serving the general public or special service on a regular and continuing basis (but not including school buses, or charter or sightseeing service).

Regional Citizens Trails Advisory Committee (RCTAC)

A volunteer committee of citizen trail users that participated in the development of the Regional Trails Plan. Members served as a sounding board to staff and provided input and recommendations during the planning process.

Regional Transportation Improvement Program (RTIP)

Federally required document produced by TRPC that identifies all federally funded projects for the current three-year period. The RTIP is developed every year. Any federally-funded project must be included in the RTIP and the Statewide Transportation Improvement Program (STIP). To satisfy this requirement, the RTIP is occasionally amended to add projects recently awarded funding.

Regional Transportation Plan (RTP)

The long-range transportation strategy for the Thurston region.

Regional Transportation Planning Organization (RTPO)

State-designated agency created to ensure that regional transportation planning is consistent with county-wide planning policies and growth strategies for the region. TRPC is the Planning Organization for Thurston County, which is a single-county RTPO.

Revised Code of Washington (RCW)

The laws or statutes of Washington state, as enacted and amended.

Right-of-Way (ROW)

A general term denoting land, property, or interest therein, usually in a strip acquired for or devoted to transportation purposes.

Roundabout

A circular intersection with a curved design that is engineered to keep traffic moving safely while accommodating pedestrians and bicycles.

Shared-Use path/trail

A facility on exclusive right-of-way with minimal cross flow by motor vehicles. It is designed and built for multiple non-motorized uses such as bicycling, walking, running, skating, and equestrian use. These facilities are wheel chair accessible and allow the use of electric wheel chairs. They are typically paved and may range in width from 8 to 14 feet. These facilities are also commonly referred to as urban trails, multi-use trails, greenway trails, or rail trails.

Shared Roadway

A segment of road that is open to both motor vehicle and bicycle travel.

Signed Shared Roadway

A segment of road that is open to both motor vehicle and bicycle travel, but is signed and designated as a preferred route for bicycle use. These facilities have a continuous wide shoulder to support bicycle use along the entire designated corridor.

Single Occupancy Vehicle (SOV)

A vehicle carrying only one occupant – the driver. Often referred to as “driving alone.”

Special Needs Transportation

Refers to the needs of people, including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation.

State Environmental Policy Act (SEPA)

Enacted in 1971, the Act provides the framework for agencies to consider the environmental consequences of a proposal before taking action. SEPA also gives agencies the ability to condition or deny a proposal due to identified likely significant adverse impacts. These decisions may be related to issuing permits for private projects, constructing public facilities, or adopting regulations, policies or plans.

State-Interest

The portion of the state transportation system that is owned and/or operated by local jurisdictions, agencies and private corporations, and is of importance to the entire transportation system.

State-Owned

The portion of the state transportation system that is owned and/or operated by the state, including state highways, Washington State Ferries, and state airports.

Statewide Transportation Improvement Program (STIP)

Federally required document identifying all federally-funded and/or regionally significant projects in the state. Projects must be included in the STIP before applicants can use federal money awarded to their projects. In order for a project to be included in the STIP it must first be included in the RTIP.

Surface Transportation Program (STP)

The primary federal funding program resulting from ISTEA and TEA21 that provides money for a wide range of transportation projects. Approximately \$2.4 million per year of STP funds are awarded to projects selected by TRPC through a regional prioritization process. TRPC awards funds every 2-3 years to projects that support funding priorities established by the Council. In 2001, TRPC awarded \$7.5 million to projects throughout the region.

These funds may be used for capital projects such as ridesharing projects, bicycle and pedestrian facilities, transit safety improvements and transportation control measures. Other eligible activities include planning activities such as transit research and development, environmental analysis and wetland mitigation.

Technical Advisory Committee (TAC)

Advisory body to the Transportation Policy Board on transportation issues, primarily technical in nature. All member jurisdictions are eligible to participate. Currently the TAC is made up of transportation staff from Lacey, Olympia, Tumwater, Yelm, Thurston County, Intercity Transit, and WSDOT Olympic Region.

Telework

The use of telephones, computers and other technology to work from a location other than the conventional office. Teleworking or telecommuting substitutes technology for a trip to work.

Thurston Regional Planning Council (TRPC)

A 21-member council of governments representing the cities of Lacey, Olympia, Rainier, Tenino, Tumwater, and Yelm; the town of Bucoda; Thurston County; Intercity Transit; Port of Olympia; Thurston County PUD #1; Griffin School District; North Thurston Public Schools; Olympia School District; Confederated Tribes of the Chehalis Reservation; and the Nisqually Indian Tribe. Thurston Conservation District and Timberland Regional Library are Associate Members and The Evergreen State College is a Charter Member Emeritus.

Trail

Trails comprise both natural unpaved foot paths and graded and paved multipurpose non-motorized travel corridors.

Transit Dependent

Persons who rely on public transit or paratransit services for most or all of their transportation needs.

Transportation

The act of conveying persons or things from one place to another, through personal or communal means. As used in the Thurston region, it includes all modes of transportation, not just cars and trucks.

Transportation Enhancement (TE)

TE projects “enhance” or contribute to an existing or proposed transportation project. Examples of such activities include providing bicycle and pedestrian facilities; converting abandoned railroad rights-of-way into trails; historic preservation; acquiring scenic easements; landscaping; archaeological planning and research; mitigation of water pollution due to highway runoff; and mitigating the negative impacts of a project on a community by providing additional benefits.

Transportation Equity Act For The 21st Century (TEA-21)

This is the federal act that superseded ISTEA in 1998.

Transportation Improvement Program (TIP)

A six-year list of projects developed by each jurisdiction or tribal government, in compliance with state or federal requirements. A project is ineligible for funding unless included in the TIP. (Comparable to a Tribal TIP.)

Transportation Policy Board (TPB)

The purpose of the Transportation Policy Board (TPB) is to advise and make recommendations to the Thurston Regional Planning Council (TRPC) on policy and programs relating to regional transportation issues pursuant to state and federal legislation. Each voting member agency of TRPC is entitled to one seat on the TPB. Membership also includes the participation of the Washington State Department of Transportation regional office (WSDOT), the Port of Olympia, and Intercity Transit. TPB membership also include up to three representatives of major employers, business, or industry associations, and two citizen representatives, all of whom shall be appointed by the TPB. Any members of the Washington State House of Representatives or Senate whose districts are wholly or partly within the boundaries of the regional transportation planning organization are considered ex officio, nonvoting members of the TPB.

Travel Demand Management (TDM)

TDM focuses on the “demand” rather than the “supply” side of a transportation system. TDM encompasses strategies intended to support personal travel choices in an effort to better manage the capacity resources of the transportation system and improve operating efficiency. Examples of TDM tools range from “incentive” type programs like employer-subsidized bus passes, compressed work weeks, and telework options, to “market measures” like employee-paid parking and variable-rate toll roads with rates based on time-of-day travel. The State’s Commute Trip Reduction program is a TDM element. Effective land use planning also supports TDM, since the way a community is built – and the kind of travel options it provides – will influence individual travel behavior.

Travel Demand Model

A system for analyzing a regional transportation network. The model is typically a software program or suite of programs that use a series of mathematical equations that simulate or represent choices people make when traveling. The model also analyzes the performance of existing and future transportation facilities under a variety of scenarios that can be modified by the user. TRPC currently uses a modeling product called EMME/2.

Tribal Member

A member of a tribe as determined by tribal membership rules.

Tribal Sovereignty

This term is used to describe the unique legal status of federally recognized Indian tribes. As domestic dependent nations, tribes exercise inherent sovereign powers over their members and territory.

Tribe

Generally, the term “tribe” refers to “Indian tribe” or “federally recognized tribe” and may also refer to State recognized tribes which are not Federally recognized but which are eligible for certain federal benefits and privileges under specific federal laws.

Trip

In modeling terms, a one-way, non-stop journey between a single origin and a single destination, such as from home to work. For modeling purposes, each trip segment counts as a trip, for example stopping at the grocery store on the way home from work constitutes two trips.

Trip Purpose

The reason for a trip - such as work, shopping, school, or medical appointment.

Unified Planning Work Program (UPWP)

A federally-required annual report describing TRPC’s regional transportation work program and budget, detailing the various state and federal funding sources that will be used. It reflects the state fiscal year (July 1-June 30) and is developed in the third quarter of the fiscal year for the ensuing fiscal year.

United States Department of Transportation (USDOT)

The principal direct federal funding and regulating agency for transportation facilities and programs. FTA and FHWA are contained within the USDOT.

United States Environmental Protection Agency (USEPA)

The federal agency charged to protect human health and safeguard the natural environment – air, water, and land.

Universal Design

Transportation systems designed to accommodate a wide range of users, including people with disabilities and other special needs.

Urban Growth Area (UGA)

Under the Growth Management Act, those areas designated by cities and counties, and delineated by the Urban Growth Boundary (UGB), where urban growth will be encouraged.

Vanpool

A vanpool refers to an organized ridesharing arrangement in a van occupied by seven to 15 people traveling together for their commute trip.

Vehicle Miles Traveled (VMT)

The number of miles traveled on roadways by a vehicle for a specific time period, usually per year. VMT is calculated by multiplying the total road section length by the total number of vehicles that traveled over that section within a given time. VMT does not consider the number of passengers those vehicles are carrying.

Volume-to-Capacity Ratio (V/C Ratio)

The ratio of flow rate to capacity for a transportation facility.

Washington Administrative Code (WAC)

State agency rules and regulations. The WACs also detail how state agencies shall organize and adopt rules and regulations.

Washington State Department of Transportation (WSDOT)

The agency responsible for transportation at the state level.

Washington Transportation Plan (WTP)

A long-range transportation plan for the state of Washington prepared by WSDOT.

Zoning

The regulation by a municipality (city, town, or county) or tribe of the use of land within its jurisdiction, and of the buildings and structures located there, in accordance with a general plan.

Americans with Disabilities Act of 1990 (ADA)

The ADA is a wide-ranging civil rights law that prohibits discrimination based on disability.

Under the act, Title II – Public Services (including public transportation) sections include: public agencies (local, county, state, etc., government and their units) that generally requires the agencies to cover access to all programs offered. Access includes physical access described in the Uniform Federal Accessibility Standards or the ADA Standards for Accessible Design and access that might be obstructed by discriminatory policies or procedures of the entity.

The other section is specific to public transportation provided by public entities and requires the provision of paratransit services to qualified individuals who can not directly access fixed routes.

Under Title III of the ADA – Public Accommodations (and commercial facilities) no individual may be discriminated against on the basis of disability with regards to the full and equal enjoyment of the goods, services, facilities, or accommodations of any place of public accommodation by any person who owns, leases (or leases to), or operates a place of public accommodation. “Public accommodations” include most places of lodging (such as inns and hotels), recreation, transportation, education, and dining, along with stores, care providers, and places of public displays, among other things.

Under Title III, all “new construction” (construction, modification or alterations) after the effective date of the ADA (approximately July of 1992) must be fully compliant, to the “maximum extent feasible,” under the Accessibility Guidelines. This is generally defined as “easily accomplished without much difficulty or expense.” The statutory definition of “readily achievable” calls for a balancing test between the cost of the proposed “fix” and the financial wherewithal of the business and/or owners of the business. What might be “readily achievable” for a financially capable corporation might not be readily achievable for a small “mom-n-pop” outfit.

Under Title IV – Telecommunications, the ADA amended the 1934 Communications Act by requiring that all of the 1,600 some-odd telecommunications companies in the U.S. take steps to ensure functionally equivalent services for consumers with disabilities, notably those who are deaf or hard of hearing and those with speech impairments. This has led to installation of public Teletypewriter (TTY) machines and other TDDs (Telecommunications Device for the Deaf) devices. It has also led to creation throughout the country what were then called dual-party relay services and

now are known as Telecommunications Relay Services (TRS), communication assistants translate between the signed/typed words of a consumer and the spoken words of others.

Currently, the federal ADA Access Review Board is also considering provisions specific to use of public rights-of-way. Although the guidelines are not currently enforceable the provisions are expected to become law with specific requirements in the future.

RCW 46.61.710

Mopeds, EPAMDs, electric-assisted bicycles, motorized foot scooters — General requirements and operation.

(1) No person shall operate a moped upon the highways of this state unless the moped has been assigned a moped registration number and displays a moped permit in accordance with the provisions of RCW [46.16.630](#).

(2) Notwithstanding any other provision of law, a moped may not be operated on a bicycle path or trail, bikeway, equestrian trail, or hiking or recreational trail.

(3) Operation of a moped, electric personal assistive mobility device, or an electric-assisted bicycle on a fully controlled limited access highway is unlawful. Operation of a moped or an electric-assisted bicycle on a sidewalk is unlawful.

(4) Removal of any muffling device or pollution control device from a moped is unlawful.

(5) Subsections (1), (2), and (4) of this section do not apply to electric-assisted bicycles. Electric-assisted bicycles and motorized foot scooters may have access to highways of the state to the same extent as bicycles. Subject to subsection (6) of this section, electric-assisted bicycles and motorized foot scooters may be operated on a multipurpose trail or bicycle lane, but local jurisdictions may restrict or otherwise limit the access of electric-assisted bicycles and motorized foot scooters, and state agencies may regulate the use of motorized foot scooters on facilities and properties under their jurisdiction and control.

(6) Subsections (1) and (4) of this section do not apply to motorized foot scooters. Subsection (2) of this section applies to motorized foot scooters when the bicycle path, trail, bikeway, equestrian trail, or hiking or recreational trail was built or is maintained with federal highway transportation funds. Additionally, any new trail or bicycle path or readily identifiable existing trail or bicycle path not built or maintained with federal highway transportation funds may be used by persons operating motorized foot scooters only when appropriately signed.

(7) A person operating an electric personal assistive mobility device (EPAMD) shall obey all speed limits and shall yield the right-of-way to pedestrians and human-powered devices at all times. An operator must also

give an audible signal before overtaking and passing a pedestrian. Except for the limitations of this subsection, persons operating an EPAMD have all the rights and duties of a pedestrian.

(8) The use of an EPAMD may be regulated in the following circumstances:

(a) A municipality and the department of transportation may prohibit the operation of an EPAMD on public highways within their respective jurisdictions where the speed limit is greater than twenty-five miles per hour;

(b) A municipality may restrict the speed of an EPAMD in locations with congested pedestrian or nonmotorized traffic and where there is significant speed differential between pedestrians or nonmotorized traffic and EPAMD operators. The areas in this subsection must be designated by the city engineer or designee of the municipality. Municipalities shall not restrict the speed of an EPAMD in the entire community or in areas in which there is infrequent pedestrian traffic;

(c) A state agency or local government may regulate the operation of an EPAMD within the boundaries of any area used for recreation, open space, habitat, trails, or conservation purposes.

[2003 c 353 § 10; 2002 c 247 § 7; 1997 c 328 § 5; 1979 ex.s. c 213 § 8.]

RCW 47.30

Trails and paths

Chapter Listing

RCW Sections

- 47.30.005 Definitions.
- 47.30.010 Recreational trail interference.
- 47.30.020 Facilities for nonmotorized traffic - Joint usage of rights of way.
- 47.30.030 Facilities for nonmotorized traffic - Expenditure of available funds.
- 47.30.040 Establishing paths and trails - Factors to be considered.
- 47.30.050 Expenditures for paths and trails - Minimum amount.
- 47.30.060 Expenditures deemed to be for highway purposes - Powers and duties of department -- Restrictions on use of paths and trails.
- 47.30.070 Bicycle, equestrian, pedestrian paths as public highways.

Notes:

Recreation trails system: Chapter 79A.35 RCW.

47.30.005

Definitions.

For the purposes of this chapter, “trail” or “path” means a public way constructed primarily for and open to pedestrians, equestrians, or bicyclists, or any combination thereof, other than a sidewalk constructed as a part of a city street or county road for the exclusive use of pedestrians. The term “trail” or “path” also includes a widened shoulder of a highway, street, or road when the extra shoulder width is constructed to accommodate bicyclists consistent with a comprehensive plan or master plan for bicycle trails or paths adopted by a state or local governmental authority either prior to such construction or prior to January 1, 1980.

[1979 ex.s. c 121 § 4.]

47.30.010**Recreational trail interference.**

(1) No limited access highway shall be constructed that will result in the severance or destruction of an existing recreational trail of substantial usage for pedestrians, equestrians or bicyclists unless an alternative recreational trail, satisfactory to the authority having jurisdiction over the trail being severed or destroyed, either exists or is reestablished at the time the limited access highway is constructed. If a proposed limited access highway will sever a planned recreational trail which is part of a comprehensive plan for trails adopted by a state or local governmental authority, and no alternative route for the planned trail exists which is satisfactory to the authority which adopted the comprehensive plan for trails, the state or local agency proposing to construct the limited access highway shall design the facility and acquire sufficient right of way to accommodate future construction of the portion of the trail which will properly lie within the highway right of way. Thereafter when such trail is developed and constructed by the authority having jurisdiction over the trail, the state or local agency which constructed the limited access highway shall develop and construct the portion of such trail lying within the right of way of the limited access highway.

(2) Where a highway other than a limited access highway crosses a recreational trail of substantial usage for pedestrians, equestrians, or bicyclists, signing sufficient to insure safety shall be provided.

(3) Where the construction or reconstruction of a highway other than a limited access highway would destroy the usefulness of an existing recreational trail of substantial usage for pedestrians, equestrians, or bicyclists or of a planned recreational trail for pedestrians, equestrians, or bicyclists incorporated into the comprehensive plans for trails of the state or any of its political subdivisions, replacement land, space, or facilities shall be provided and where such recreational trails exist at the time of taking, reconstruction of said recreational trails shall be undertaken.

[1971 ex.s. c 130 § 1.]

47.30.020**Facilities for nonmotorized traffic — Joint usage of rights of way.**

Facilities for pedestrians, equestrians, or bicyclists shall be incorporated into the design of highways and freeways along corridors where such facilities do not exist upon a finding that such facilities would be of joint use and conform to the comprehensive plans of public agencies for the development of such facilities, will not duplicate existing or proposed routes, and that safety to both motorists and to pedestrians, equestrians, and bicyclists would be enhanced by the segregation of traffic.

In planning and design of all highways, every effort shall be made consistent with safety to promote joint usage of rights of way for trails and paths in accordance with the comprehensive plans of public agencies.

[1971 ex.s. c 130 § 2.]

47.30.030

Facilities for nonmotorized traffic — Expenditure of available funds.

Where an existing highway severs, or where the right of way of an existing highway accommodates a trail for pedestrians, equestrians, or bicyclists or where the separation of motor vehicle traffic from pedestrians, equestrians, or bicyclists will materially increase the motor vehicle safety, the provision of facilities for pedestrians, equestrians, or bicyclists which are a part of a comprehensive trail plan adopted by federal, state, or local governmental authority having jurisdiction over the trail is hereby authorized. The department of transportation, or the county or city having jurisdiction over the highway, road, or street, or facility is further authorized to expend reasonable amounts out of the funds made available to them, according to the provisions of RCW 46.68.090, as necessary for the planning, accommodation, establishment, and maintenance of such facilities.

[1999 c 269 § 10; 1979 ex.s. c 121 § 1; 1974 ex.s. c 141 § 12; 1972 ex.s. c 103 § 2.]

Notes:

Effective date - 1999 c 269: See note following RCW 36.78.070.

Severability - 1972 ex.s. c 103: “If any provision of this 1972 amendatory act, or its application to any person or circumstance is held invalid, the remainder of the act, or the application of the provision to other persons or circumstances is not affected.” [1972 ex.s. c 103 § 8.]

47.30.040

Establishing paths and trails — Factors to be considered.

Before establishing paths and trails, the following factors shall be considered:

- (1) Public safety;
- (2) The cost of such paths and trails as compared to the need or probable use;
- (3) Inclusion of the trail in a plan for a comprehensive trail system adopted by a city or county in a state or federal trails plan.

[1972 ex.s. c 103 § 3.]

Notes:

Severability - 1972 ex.s. c 103: See note following RCW 47.30.030.

47.30.050**Expenditures for paths and trails — Minimum amount.**

(1) The amount expended by a city, town, or county as authorized by RCW 47.30.030 shall never in any one fiscal year be less than 0.42 percent of the total amount of funds received from the motor vehicle fund according to RCW 46.68.090. However, this section does not apply to a city or town in any year in which the 0.42 percent equals five hundred dollars or less, or to a county in any year in which the 0.42 percent equals three thousand dollars or less. Also, a city, town, or county in lieu of expending the funds each year may credit the funds to a financial reserve or special fund, to be held for not more than ten years, and to be expended for the purposes required or permitted by RCW 47.30.030.

(2) In each fiscal year the department of transportation shall expend, as a minimum, for the purposes mentioned in RCW 47.30.030 a sum equal to three-tenths of one percent of all funds, both state and federal, expended for the construction of state highways in such year, or in order to more efficiently program trail improvements the department may defer any part of such minimum trail or path expenditures for a fiscal year for a period not to exceed four years after the end of such fiscal year. Any fiscal year in which the department expends for trail or path purposes more than the minimum sum required by this subsection, the amount of such excess expenditure shall constitute a credit which may be carried forward and applied to the minimum trail and path expenditure requirements for any of the ensuing four fiscal years.

(3) The department of transportation, a city, or a county in computing the amount expended for trails or paths under their respective jurisdictions may include the cost of improvements consistent with a comprehensive plan or master plan for bicycle trails or paths adopted by a state or local governmental authority either prior to such construction or prior to January 1, 1980.

[1999 c 269 § 11; 1979 ex.s. c 121 § 2; 1972 ex.s. c 103 § 4.]

Notes:

Effective date - 1999 c 269: See note following RCW 36.78.070.

Severability - 1972 ex.s. c 103: See note following RCW 47.30.030.

Perpetual advanced six-year plans for coordinated transportation program, expenditures -- Nonmotorized transportation -- Railroad right-of-way: RCW 36.81.121.

47.30.060**Expenditures deemed to be for highway purposes — Powers and duties of department — Restrictions on use of paths and trails.**

For the purposes of this chapter, the establishment of paths and trails and the expenditure of funds as authorized by RCW 47.30.030, as now or hereafter amended, shall be deemed to be for highway, road, and street purposes.

The department of transportation shall, when requested, and subject to reimbursement of costs, provide technical assistance and advice to cities, towns, and counties in carrying out the purposes of RCW 47.30.030, as now or hereafter amended. The department shall recommend construction standards for paths and trails. The department shall provide a uniform system of signing paths and trails which shall apply to paths and trails under the jurisdiction of the department and of cities, towns, and counties. The department and cities, towns, and counties may restrict the use of paths and trails under their respective jurisdictions to pedestrians, equestrians, and nonmotorized vehicles.

[1979 ex.s. c 121 § 3; 1972 ex.s. c 103 § 5.]

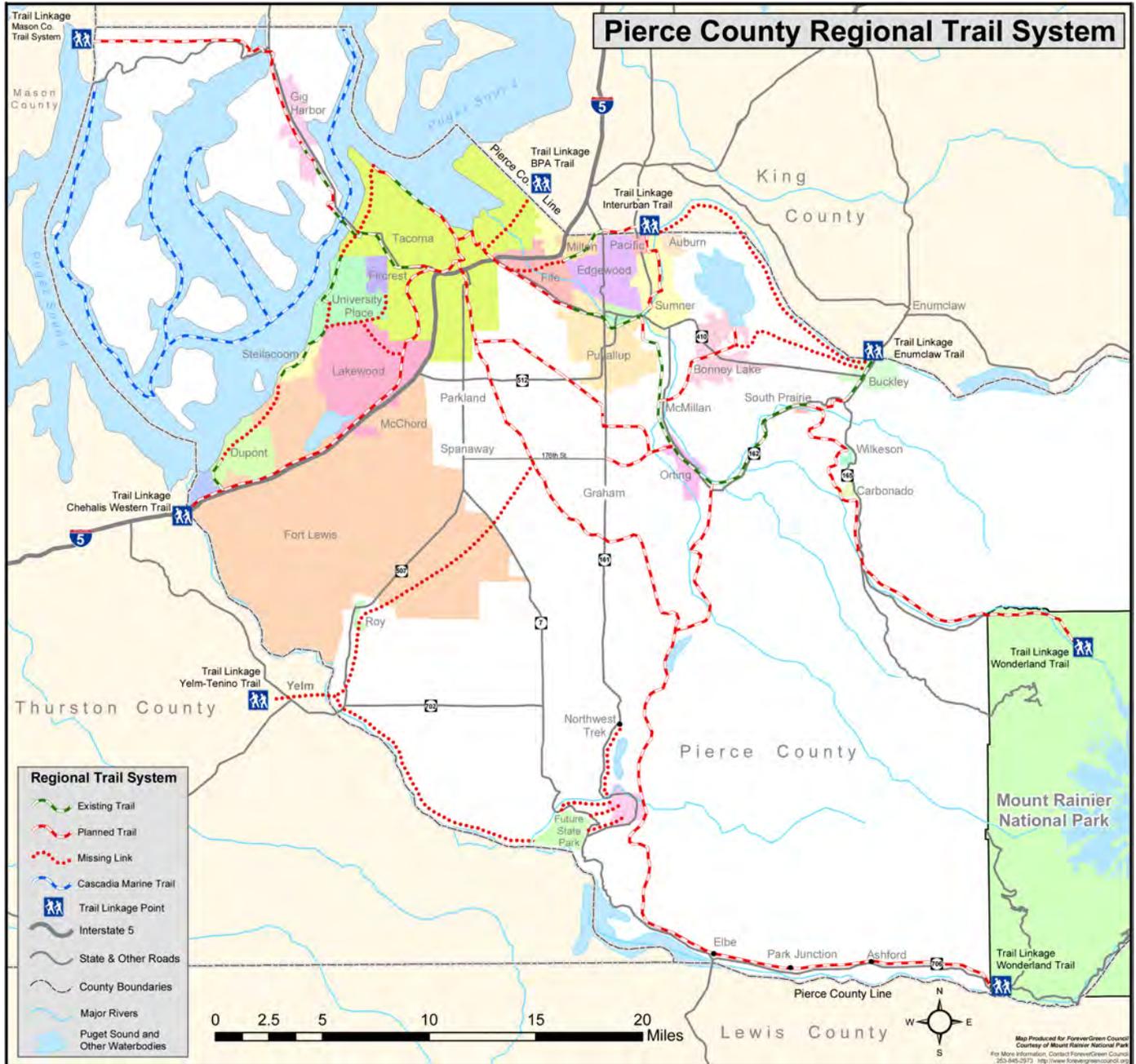
Notes:

Severability - 1972 ex.s. c 103: See note following RCW 47.30.030.

47.30.070**Bicycle, equestrian, pedestrian paths as public highways.**

For purposes of 43 U.S.C. 912 and related provisions of federal law involving federally granted railroad rights of way, a bicycle, equestrian or pedestrian path shall be deemed to be a public highway under the laws of the state of Washington.

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TRPC

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