

# Thurston Regional Trails Plan

December 1, 2023



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As a regional council of governments in Thurston County, Washington, Thurston Regional Planning Council (TRPC) helps make the region an extraordinary place to live, work, and play. TRPC fosters the region's livability through collaborative, informed planning. It carries out regionally focused plans and studies on topics such as transportation, growth management, and environmental quality. Decision-makers from 23 jurisdictions and organizations in Thurston County make up the council, which meets regularly to address challenges related to the region's issues.

TRPC also provides information and education regarding the region and its emerging planning issues. Regional statistics, trends, analyses, and maps provide a basis for planning and decisionmaking on both the regional and local levels. A variety of council-sponsored community forums relating to regional planning help to educate and promote public participation and dialogue.

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**Attachment 23.C**

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Advisory Workgroup**

TRPC acknowledges the community members and staff from the trail managing agencies and other local organizations who shared their time and expertise on the development of the Thurston Regional Trails Plan. The Trails Plan Advisory Workgroup members attended meetings, previewed plan contents, and contributed valuable input to the plan's goals, policies, and recommendations.

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***“A national trail is a gateway into nature’s secret beauties, a portal to the past, a way into solitude and community. It is also an inroad to our national character. Our trails are both irresistible and indispensable.”***

*Stewart Udall,  
US Secretary of the Interior*

## Executive Summary

TRPC has led multijurisdictional planning for trails and other multimodal infrastructure for nearly 50 years. Neither the federal nor state government requires TRPC to create and maintain a trails plan in our role as the Metropolitan and Regional Transportation Planning Organization for the Thurston region. Rather, community interest and dedication drives planning for the Thurston Regional Trails network.

Since adoption of the first Regional Trails Plan in 2007, Thurston County communities have turned the regional trail planning vision and policy into action, building a tunnel at Sleater Kinney Road and constructing the

Karen Fraser Woodland Trail, the Chehalis-Western Trail, the Yelm-Rainier-Tenino Trail, and portions of the Deschutes Valley Trail. We “Bridged the Gap,” connecting the Chehalis Western Trail with bridges across I-5, Martin Way, and Pacific Avenue. That project also created the state’s first bicycle roundabout.

The steps between the idea of a trail and on-the-ground reality can take many years, and the regional trails planning process plays an important role in moving from conceptual trail to proposed trail to planned trail; acquiring right-of-way; conducting feasibility studies; designing; engineering;

and construction. And somewhere along the way, identifying and acquiring funding.

The Regional Trails Plan is divided into six chapters:

- Introduction
- Existing Conditions
- Vision, Goals, & Policies
- Recommendations

- Funding
- Update Process

## **Introduction**

Chapter 1 (p. 21) offers a primer on the regional trails network and the benefits it offers our region. It is an integral part of the region's transportation infrastructure, serving people's needs for transportation,

recreation, health, and connection. Our shared use trail network boasts 14 separate trails covering 57 miles, and nearly 40,000 residents live within one half mile of the network.

The Regional Trails network helps the region meet the carbon reduction and sustainability goals set forth in the 2013 Sustainable Thurston Plan, provides

### **Updating the Regional Trails Plan**

The 2023 plan update began in 2021 with a countywide How Do You Trail? survey. TRPC advertised the survey through emails, social media, and signs on the trails. Over 1,200 people responded and most - regardless of income, gender, race, or ethnicity - agreed on these priority needs and goals:

- Maintain existing trail infrastructure
- Expand trails within the Thurston region
- Enhance trail-related infrastructure
- Improve neighborhood access to trails

We also reached out to trail owners, operators, and managers, convened a Trail Advisory Group, conducted an inventory, and looked at jurisdictional plans. TRPC reviewed the best examples of trail planning from around the country - and beyond. For example, while Thurston's trails are different than the national trail system - with its recreational, historical, and scenic categories - their challenges, practices, and programs informed this plan update. TRPC talked to regional bicycle and pedestrian advocates. The Regional Council, Transportation Policy Board, Technical Advisory Committee, and Long Range Planners Group all added their thoughts and ideas. An online open house allowed community members to look at the draft plan and confirm that we heard their ideas and concerns.

alternatives for the approximately 25 percent of state residents who don't drive, and supports the state's Commute Trip Reduction Law. Our trails, green spaces, and multimodal transportation choices draw tourists and businesses to the area.

Often affordable housing and entry-level jobs locate near freeways and other industrial areas with exposure to pollutants. Those areas may also lack recreational and green space. Community investment in the Thurston Regional Trails Network and multimodal infrastructure supplies transportation choices to all, especially those people with low incomes and historically disadvantaged communities.

Creating a transportation system with a variety of choices for how to get around helps ensure that people with differing abilities, incomes, ages, and resources have access to their homes, work, stores, schools, and everywhere else they need – or want – to go.

## Existing Conditions

For a deep dive into trail details, look at Chapter 2 (p. 31) Existing Conditions, which discusses who owns and manages the trails, supportive infrastructure and facilities (such as restrooms and lighting), destinations, multimodal connections, and maintenance (an unfunded need for most of our transportation system). Chapter 2 also includes maps and data about employment, population, and demographics around the trails network.



### Bus a Bike

Did you know that all Intercity Transit and ruralTRANSIT vehicles have bicycle racks?

## **Vision, Goals, and Policies**

To capture the vision for the region's trails network, check out Chapter 3 (p. 73).

The Thurston Regional Trails Network is accessible, expandable, and effectively maintained. The network provides safe and enjoyable recreation and active transportation for all users, connecting all Thurston County communities.

Working together, the community set five goals to achieve the Vision:

- Goal 1: A Connected and Accessible Network. The regional trails network is accessible and expandable, effectively connecting communities, destinations, and other transportation facilities.
- Goal 2: A User-Friendly Network. The regional trails network functions well for different types of users.
- Goal 3: A Safe and Secure Experience. The regional trails network is safe and secure for all who use, operate, and maintain it.

- Goal 4: A Collaborative Effort. Trail managing agencies work collaboratively to build and maintain the regional network.
- Goal 5: A Well-Maintained Network. The regional trails network is well-maintained in a cost-effective manner.

Thirty-three policies help to further fill out the framework for implementing the goals and achieving the region's vision for the trails network.

## **Recommendations**

Chapter 4, (p. 85) digs into this plan's recommendations – both policies and specific projects. It includes a table connecting the 34 policy recommendations with the five goals discussed in Chapter 2. The table lays out each recommendation, timing, level of effort needed to implement it, partners, and roles the partners play. Here's Goal 1, for example, with a few of its associated recommendations:

Goal 1: A Connected and Accessible Network.

*1.3 Actively pursue a variety of grant programs and other mechanisms to fund trail network investments and programs.*

*1.4 As part of the development/design review process, require Americans with Disabilities (ADA) accessible connections between commercial, residential, educational, and transportation projects, where applicable, to existing and future trails.*

*1.5 Use the Thurston Thrives Community Design Action Team's trail access assessment map tool as a baseline for evaluating and constructing pathway retrofits between existing development and trails that improve active transportation connectivity.*



***The bottom-line is that having a town full of people who are excited about their community and trail system is an important component of the trail economy.***

***—Amy Camp,  
Deciding on Trails: 7 Practices  
of Healthy Trail Towns, 2020***

Chapter 4 also includes a table of project recommendations. Many of the project recommendations come from trail managing agencies and represent actual projects they wish to complete, and some of the project recommendations represent opportunities to fill gaps in the trails network but may not have a specific trail sponsor. Project recommendations are broken into three categories: New Trail Corridors & Trail Extensions, Trail System Enhancements, and Maintenance and Preservation. This table includes the project, planning agency, status, and planning horizon. Additional information for each project recommendation is included in Appendix A, Corridor Details. Appendix A is organized by trail corridor, making it easy to understand what projects may be coming to a neighborhood near you.

## **Funding**

Chapter 5 (p. 99) unpacks how our regional trails network has been funded in the past – and where future trail funding will likely come from. Since shared use trails serve multiple purposes including health, transportation, and recreation, this chapter discusses the variety of funding sources the trail managing agencies could leverage to implement this plan’s projects.

Funding is one of the largest challenges in developing and maintaining a regional trails system. We are often looking at a 20+ year horizon to move from an idea to a built trail. This may result in different funding processes for each step along the way.

Local, regional, state, federal, private, and non-profit funding sources can all help fund the development and maintenance needs of the regional trails network. The Thurston region’s continued collaboration and coordination helps find creative ways to fund this essential piece of our multimodal transportation system that the community values to meet a variety of peoples’ needs.

## **Plan Update Process**

Chapter 6 (p. 113) outlines how we plan to keep the information in this plan up-to-date. As trails are but one part of the multimodal transportation system, the Regional Trails Plan does not stand alone. This plan connects to, builds on, and informs other plans, such as:

- Human Services Transportation Plan – which looks at transportation for those, who because of age, income, or ability might face greater transportation challenges (4-year update cycle).
- Regional Transportation Plan – which provides a blueprint for our region’s transportation system, including shared use trails (5-year update cycle).
- The jurisdictional, regional, and state Commute Trip Reduction Plans – implementing the state law that requires certain employers to encourage employees to commute in other ways than just driving alone. Bicycling. Walking. Telework. Flexible Schedules. (updates begin in 2025)

To help coordinate our plans and planning, Chapter 6 sets forth a five-year update cycle, beginning with TRPC adoption in late 2023. Because community needs and desires and the regional trails network both constantly change, this plan contains two applicable policy-connected recommendations:

1. Establish a Regional Trails Planning Workgroup to coordinate on Regional Trails Plan implementation.
2. Convene an annual regional trail meeting with a broad set of stakeholders to promote awareness and support for the region’s trail network.

An established workgroup and an annual meeting will allow all trail partners and interested community members to connect on new technology, changing regulations and funding sources, report on and solve problems, and celebrate progress.



## **THE THURSTON REGIONAL TRAILS NETWORK:**

***Transportation.***

***Recreation. Health.***

***Active Transportation.***

***Accessible. Expandable.***

***Maintained. Coordinated.***

***Scenic. Historical. Safe.***

***Enjoyable. Connecting all***

***Communities. Equitable.***

***Sustainable. Irresistible.***

***Indispensable.***



## **1. Introduction**

### **Purpose**

For over 45 years, the Thurston region has been planning for and building out its regional trails network. We are committed to creating a transportation system that is developed in a coordinated manner, offers users choice, and recognizes the connections between how land is used and how transportation options serve it. Planning for a trails network across the

entire Thurston region is just one piece to ensure that each of these ideals is achieved. Without a plan in place, the region risks developing prime trail corridors for other uses – making it more likely that future trails will be developed in less desirable locations, cost more, and be less effective at connecting Thurston region communities.

# IMPORTANT REGIONAL TRAIL MILESTONES

1993

TRPC adopts the 1993 Urban Trails Plan. The plan represents the Region's first comprehensive shared-use trail planning effort but focused on the more urban areas of Lacey, Olympia, and Tumwater. The plan identified nearly 78 miles of shared use trails in the Thurston Region, which included non-hardened trails and local segments not connected to the regional trails network.

Thurston Regional Planning Council (TRPC) develops the Thurston Metropolitan Area Bicycle Plan. The plan included 14 miles of multiuse trails.

1987

1990

TRPC develops The Railroad Right-of-Way Strategy. The strategy evaluated the viability of rail corridors for their continued operations, service, and their feasibility as shared use trail corridors.

1977

Thurston County adopts the region's first bike plan – the Thurston County Comprehensive Bike Plan. The plan included 125 miles of bike lanes and wide shoulders – but no shared use trails separated from the road.

Thurston County acquires the right-of-way for the Yelm-Tenino Trail.

1993

1996

Thurston County acquires the right-of-way for the Gate-Belmore Trail.

Washington State Department of Natural Resources constructs the first 6.6 miles of the Chehalis Western Trail from Woodard Bay to Martin Way. In 1998, Thurston County completed construction of its first 7 miles of paved trail from 12th Ave SE near Pacific Avenue in Lacey to 103rd Ave SE in south Thurston County.

1996

WSDOT builds the Sleater-Kinney Tunnel, improving access along the I-5 Bicycle Trail.

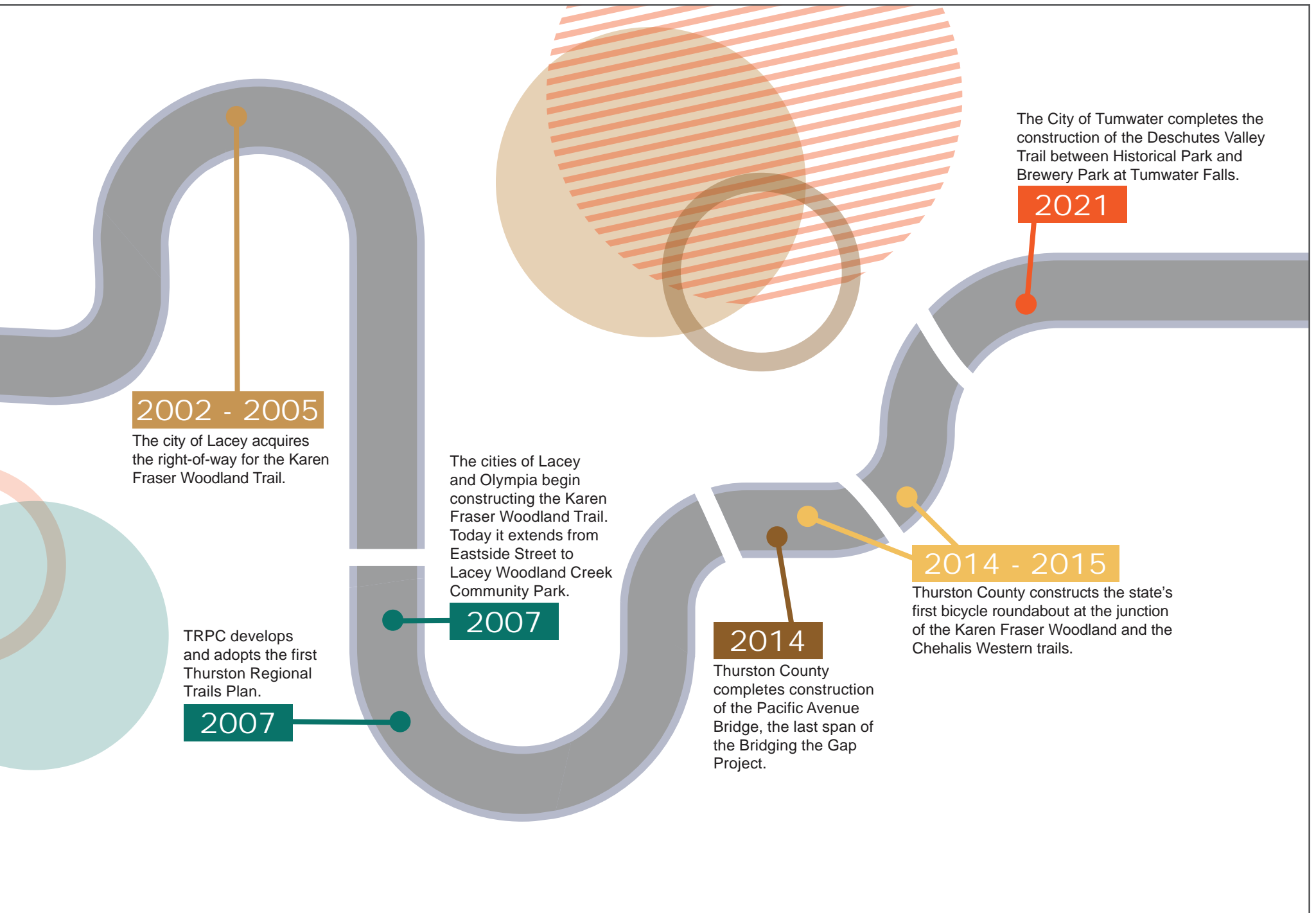
2001

TRPC's Transportation Policy Board (TPB) identifies as a regional priority the acquisition of additional right-of-way to connect the Chehalis Western Trail across Martin Way, I-5, and Pacific Avenue. The project is known as "Bridging the Gap."

2001

2001

Thurston County begins construction on the first 7 miles of the Yelm-Rainier-Tenino Trail from Yelm to Rainier.



2002 - 2005

The city of Lacey acquires the right-of-way for the Karen Fraser Woodland Trail.

TRPC develops and adopts the first Thurston Regional Trails Plan.

2007

2007

The cities of Lacey and Olympia begin constructing the Karen Fraser Woodland Trail. Today it extends from Eastside Street to Lacey Woodland Creek Community Park.

2014

Thurston County completes construction of the Pacific Avenue Bridge, the last span of the Bridging the Gap Project.

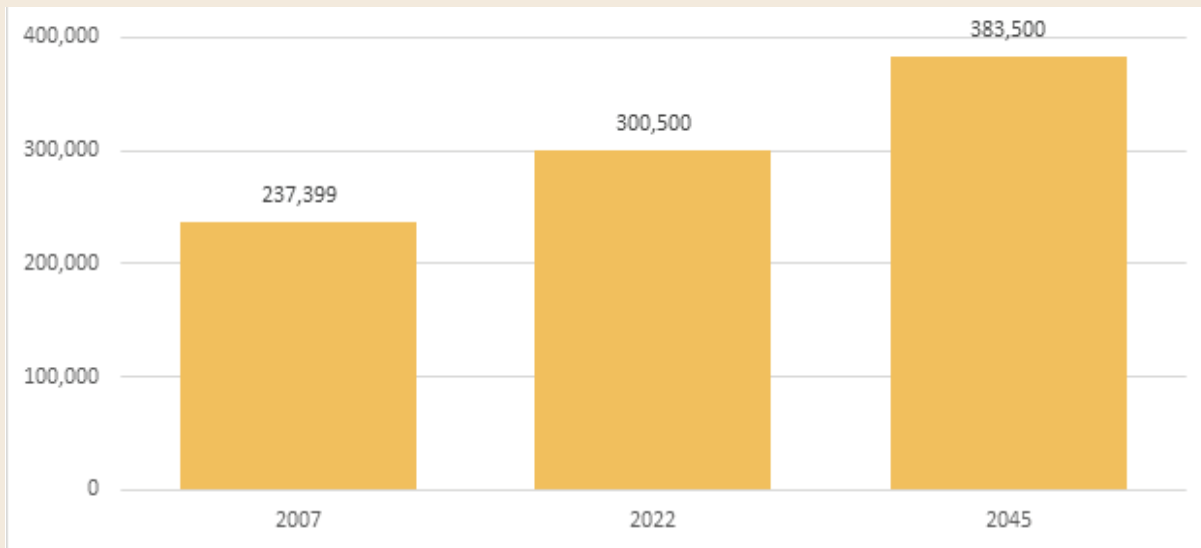
2014 - 2015

Thurston County constructs the state's first bicycle roundabout at the junction of the Karen Fraser Woodland and the Chehalis Western trails.

2021

The City of Tumwater completes the construction of the Deschutes Valley Trail between Historical Park and Brewery Park at Tumwater Falls.

**Figure 1.1 Thurston County Population**



The Thurston region is one of the fastest growing areas of Washington State (Figure 1.1). When Thurston Regional Planning Council (TRPC) originally adopted the Regional Trails Plan in 2007, the county’s population was 237,399. By 2022, the population increased 27 percent. The region’s population is projected to expand by 28 percent to reach 383,500 residents by 2045. Population increase generates demand for housing, schools, businesses, and transportation services to reach those destinations. Planning for and maintaining our region’s trail network is equally as important as planning for roads.

In the Thurston region, 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 allow a vehicle owner to drive from home to just about any destination in the continental United States. Travel choice is influenced by where we live and work, income level, abilities, the weather, and individual values – but critically import is the availability of infrastructure to support transportation choices.

Our built environment guides not only how we travel, but how we live. People do not always want or have the ability to drive to every destination. Many shorter distance trips can be made by walking, riding a bicycle, using a mobility device, or some other form of active transportation. Emerging technologies are expanding the potential of active transportation to make that average seven-mile trip more feasible. Electric bikes and battery powered mobility devices allow people with differing abilities to ride or roll farther, more often, and uphill more comfortably – opening more locations to feasible and convenient active transportation.

No matter how efficient and convenient, people are less likely to choose active transportation without the infrastructure to safely accommodate their travel choice. Bicyclists, pedestrians, and mobility device users 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 multiuse trails.

## **Average distance of trips made by Thurston County households**



**7  
MILES**

According to TRPC's 2022 Household Travel Survey.

## COVID-19 & ACTIVE TRANSPORTATION



During the COVID-19 pandemic, people increasingly turned to walking, biking, and mobility devices to get out of the house and connect with their community. According to data from the Rails-to-Trails Conservancy, trail use increased a dramatic 79 percent nationwide in 2020 – the highest amount on record. Bicycle use also experienced growth. During the pandemic, four percent of U.S. adults reported riding a bike for the first time in over a year, or the first time ever. Further, six percent of existing riders participated in a new form of bike riding, like riding for transportation purposes. Trail use in 2022 was almost on par with 2020 figures, suggesting a sustained increase in trail use nationally (Vosper 2022, RTC 2022).

## Benefits of Trails

It is easy to focus on the recreational benefits of trails and miss other benefits our regional trail network can provide – benefits like sustainability, reducing greenhouse gas emissions, economic development opportunities, and improved health.

### Sustainability and Greenhouse Gas Emissions Reduction

Travel by foot, bicycle, or mobility device translates into fewer cars on the road, fewer parked vehicles, and less air and noise pollution. These benefits help our region achieve the goals of the Sustainable Thurston Plan adopted in 2013 and our greenhouse gas emissions target to reduce 2015 emissions levels 85 percent by 2050. To be successful, we need to plan for and maintain safe walking, bicycling, and mobility device infrastructure. A broadly supported and implemented Regional Trails Plan helps our region meet those needs.

### Economic Development

The region’s trail network is a boon to economic development in the region. Quality of life is an important consideration for businesses and workers in choosing locations. Access to outdoor facilities like shared use trails improves quality of life. For business and workers, this has been termed a “second paycheck.” Workers enjoy all the benefits of access to trails, and businesses do not bear the full costs of providing those benefits.

Trails also serve ecotourism. Experience Olympia and Beyond, the Thurston region’s Visitor and Convention Bureau, features the regional trail network prominently throughout their materials, as these facilities attract visitors to the region and support many sectors of our local economy.

**Health**

Whether walking, bicycling, or using a mobility device, many studies have demonstrated the link between active transportation and health. When people travel primarily by automobile, it directly correlates to less physical activity, which increases risks for obesity, diabetes, cardiovascular and respiratory diseases, reduced cognitive functioning, certain forms of cancer – contributing to premature mortality (Nieuwenhuijsen 2020, USDOT 2015).

Active transportation benefits are especially important in low-income and historically underserved communities. Lower-income and minority communities are more likely to live near highways, roads, and other transportation facilities that reduce local air quality, which can increase the effects of health conditions like asthma. These communities are also less likely to have convenient access to parks, healthcare, and healthy foods. A robust regional trails network can help address inequity in these issues (USDOT 2013).

**ACTIVE TRANSPORTATION**  
 Active transportation includes walking or running; using a mobility assistive device such as a wheelchair or power scooter; cycling; and using small personal devices such as foot scooters or skateboards (WSDOT 2021).

A recent study conducted for the Washington Recreation and Conservation Office found that active transportation and recreational trail use generates **\$15.2M** in annual health savings for Thurston County.

**INCREASED**  
 Active Transportation & Recreational Trail Use

**DECREASED**  
 Health Care Spending

(EcoNorthwest 2019)

In 2022, the Rails-to-Trails Conservancy found nationwide that 24 percent of the population reported using trails more than they did in the past year. Black and Latino trail users reported even higher rates of use – 35 percent and 27 percent, respectively. Trails can help to bridge the health gap in historically underserved communities (RTC 2022).

## **Transportation Choices**

Since 2005, the Regional Transportation Plan (RTP) has emphasized the role of a well-connected, shared use trail network as a key component for a strong multimodal transportation system. Shared use trails help meet the needs of all Thurston region residents, as well as its many visitors, by making active transportation an option for getting from here to there. Creating a transportation system with a variety

of choices for ways to get around helps ensure that people with differing abilities, incomes, ages, and resources have access to their homes, work, stores, schools, and everywhere else they need – or want – to go.

## **Land Use Connections**

The decisions we make around land use and transportation determine whether users of wheelchairs and other mobility devices can safely and conveniently travel to stores close to home, whether children can walk or roll to school, whether transit routes can extend the reach of active transportation, and whether workers can conveniently get to their jobs in ways other than single-occupancy motor vehicles. The regional trails network is a vital component of providing those safe, convenient, and fun active transportation options.



• Changing the water temperature  
• Hot tubs  
• Fishing (regulations for Washington)  
State Department of Fish & Wildlife  
Thank you, City of Lacey Parks & Recreation  
Questions? Please call 360.491.0857

## Coordination

Regional coordination and a shared vision for what we can accomplish together can have tremendous impacts.

The Regional Trails Plan is a way to document how our region will work collaboratively to bridge gaps and provide for a connected, accessible, user friendly, safe, and well-maintained trail network to meet the region's growing population and demand for active transportation and trail related opportunities.

Tremendous momentum for trail planning, design, and construction abounds in the Thurston Region. This plan outlines the next steps to maintain that momentum and create a trail network that truly is first-rate, accessible, expandable, and effectively maintained.



*In 2001, the Transportation Policy Board (TPB) identified the acquisition of additional right-of-way (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 funds toward this project on two separate occasions: first in 2001 and again in 2004. Over the next several years, these investments by TRPC leveraged millions more in state and federal dollars to fully complete these projects by 2014. The Thurston region also constructed Washington's first bicycle roundabout.*

***“Studies show that trail development stimulates local economies, increases local tax revenue, attracts tourists seeking new recreational opportunities and revitalizes business districts. In addition, multi-use trails are considered critical amenities for home buyers. Corporations seek attractive communities that offer trails and open space when choosing where to locate new plants and offices.”***

***– Gil Schamess,  
ISTEA & Trails: Enhancement Funding for  
Bicycling and Walking, 1995***



## 2. Existing Conditions

### Introduction

The major shared use trails spanning Thurston County form a regional trail network. Multiple local and state government agencies own and manage segments of the network. This chapter describes the conditions of the network's trails and their related facilities, and

highlights operations and maintenance. Summarizing the current state of the system provides the region's trail managers and the planning partners information to guide and plan for future facilities and services for the benefit of communities and trail users.



## Trail Ownership

Eight city, county, and state government entities own and operate the region's major trails. The Confederated Tribes of the Chehalis Reservation and the Nisqually Indian Tribe also own shared use trails that serve reservation residents, tribal members, visitors, and the general public.

Fourteen existing major trail corridors span the region (Map 2.1). Combined, they provide over 57 miles of developed trails that are open year-round. Table 2.1 summarizes the network's current ownership and mileage.

## Connectivity

### Destinations

Trails connect people to the outdoors for recreation and to where they need or want to go. The existing network spans the region and connects portions of Unincorporated Thurston County to the cities of Lacey, Olympia, Rainier, Tenino, Tumwater, and

Yelm. Communities are planning and examining opportunities to connect the network to the town of Bucoda, the unincorporated communities of Rochester and Grand Mound, and beyond (see Chapter 4, Recommendations for planned and proposed trails).

Existing trails offer direct access to some of the region's most visited destinations such as Heritage Park at Capitol Lake, the grounds of the state's Capitol Campus, Brewery Park at Tumwater Falls, Woodard Bay Nature Preserve, Woodland Creek Community Park, Tenino City Park, Rainier's Wilkowski Park, and Yelm City Park. Map 2.2 Destinations shows how the existing network connects to parks, public schools, colleges, libraries, and hospitals.

**Table 2.1 Ownership and Mileage of Existing Shared Use Trail Corridors  
in the Thurston Region**

| <b>OWNER</b>                                  | <b>TRAIL CORRIDOR</b>                          | <b>MILES</b> |
|---|--|--------------|
| Washington Department of Enterprise Services  | Capitol Lake Interpretive Trail                | 0.5          |
|   | Heritage Park Trail                            | 0.9          |
|   | Heritage Park Hillside Trail                   | 0.4          |
| Washington State Department of Transportation | I-5 Bicycle Trail                              | 4.0          |
|   | SR 510 Bike Path                               | 2.4          |
| The Evergreen State College                   | Evergreen Parkway Bicycle and Pedestrian Trail | 3.3          |
| Thurston County                               | Chehalis Western Trail                         | 21.1         |
|   | Yelm-Rainier-Tenino Trail                      | 14.5         |
|   | Old Evergreen Parkway Trail                    | 1.1          |
|   | Ralph Munro Trail                              | 2.4          |
| Cities of Lacey and Olympia                   | Karen Fraser Woodland Trail                    | 5.2          |
| City of Olympia                               | West Bay Trail                                 | 0.2          |
| City of Tenino                                | Tenino City Trail                              | 0.6          |
| City of Tumwater                              | Deschutes Valley Trail                         | 0.8          |
| City of Yelm                                  | Prairie Line Trail                             | 1.4          |
|   | <b>Total</b>                                   | <b>58.8</b>  |

# Map 2.1

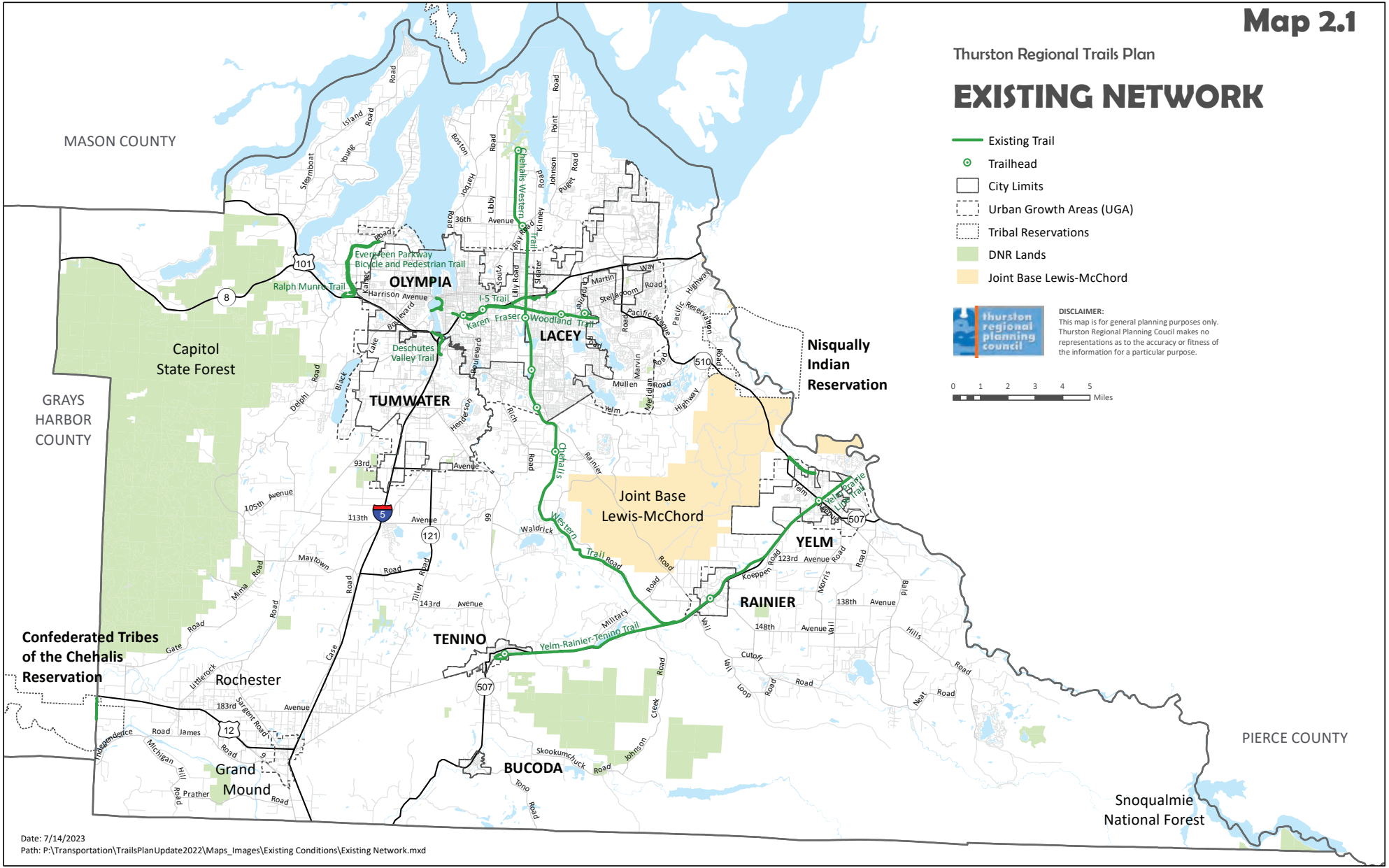
Thurston Regional Trails Plan

## EXISTING NETWORK

- Existing Trail
- Trailhead
- City Limits
- Urban Growth Areas (UGA)
- Tribal Reservations
- DNR Lands
- Joint Base Lewis-McChord



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Date: 7/14/2023  
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# Map 2.2

## Thurston Regional Trails Plan

### DESTINATIONS

- Existing Trail
- Park or Preserve
- Public School
- H Hospital
- U College or University
- L Library
- City Limits
- Urban Growth Areas (UGA)
- Tribal Reservations
- DNR Lands
- Joint Base Lewis-McChord



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### **Multimodal Connections**

Trails are a critical component of the region's active transportation network. Transit services, bicycle lanes, sidewalks, wide shoulders, and quiet neighborhood streets should connect seamlessly to trails to connect users' origins and destinations. Maps 2.3 and 2.4 Multimodal Connections show trail connections to the greater multimodal transportation system.

### **Employment**

The region's major job centers are located in the cities of Lacey, Olympia, and Tumwater. The Chehalis Western, I-5 Bicycle, and Karen Fraser Woodland trails each intersect and connect with some of the densest employment activity centers, making them highly suitable for bicycle and other modes of commuting. The Yelm-Rainier-Tenino trail also traverses the central business districts of its namesake cities. Map 2.5 Employment Density shows the existing and planned trail network in relation to jobs per acre throughout Thurston County.

### **Population and Demographics**

The Chehalis Western, Deschutes Valley, Heritage Park, Karen Fraser Woodland, I-5 Bicycle, and Yelm-Rainier-Tenino trails all serve the most populous areas of the region. In 2022, over 68,000 people live within one-half mile of the region's existing shared use trail network. Table 2.2 Population shows the total estimated population and dwellings located adjacent to each of the major trail corridors. Map 2.6 Population Density highlights existing and planned trails in relation to people per square mile in Thurston County.

The region's goals call for accessible trails that serve all people regardless of their age, race, ethnicity, ability, or socioeconomic status. However, most trails are constrained to abandoned railroad corridors and other longer-distance rights-of-ways and utility easements. Nonetheless, communities desire neighborhood-level public access points to enable safe and convenient connections to a trail wherever feasible.

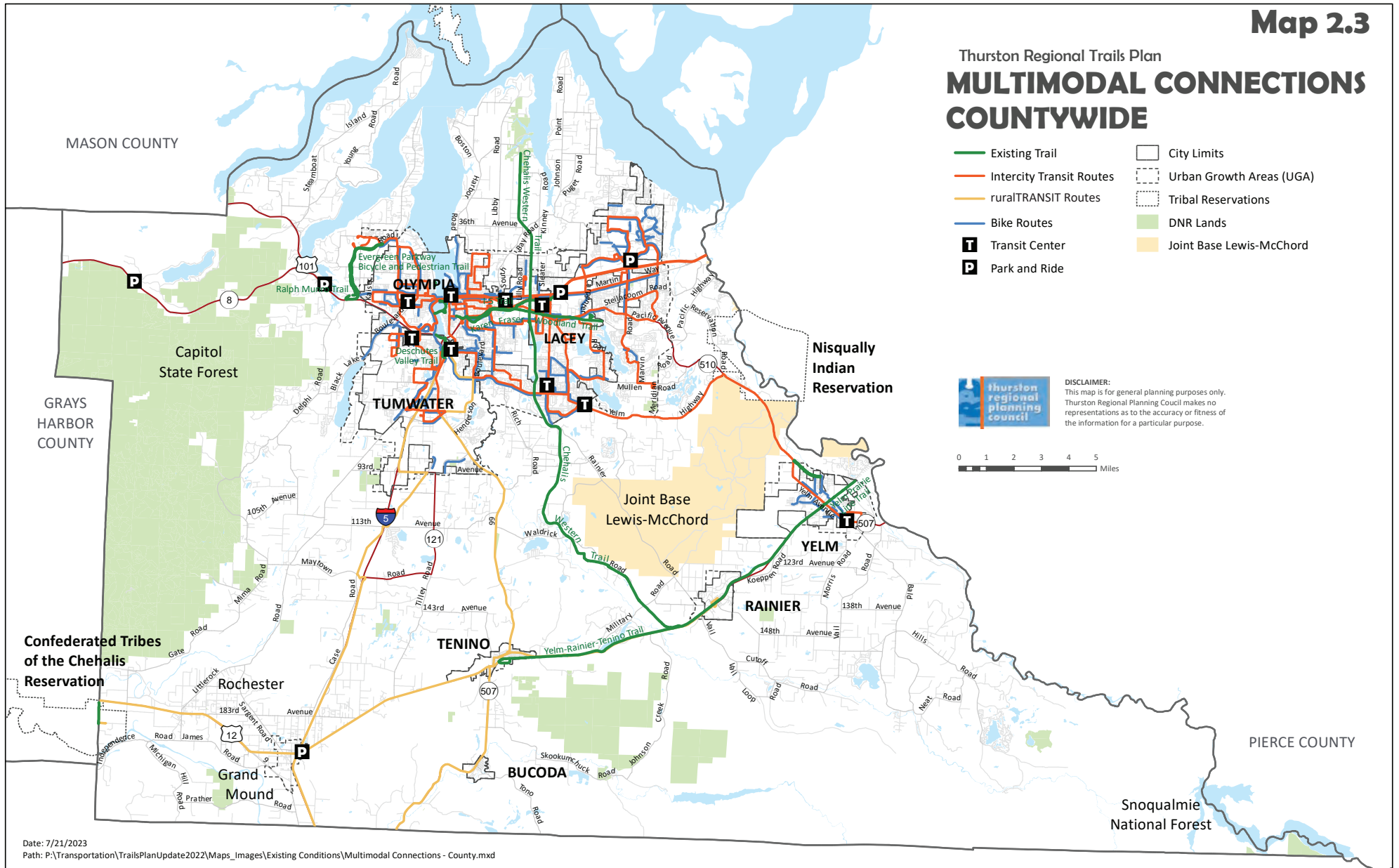
# Map 2.3

## Thurston Regional Trails Plan MULTIMODAL CONNECTIONS COUNTYWIDE

- Existing Trail
- Intercity Transit Routes
- ruralTRANSIT Routes
- Bike Routes
- T** Transit Center
- P** Park and Ride
- City Limits
- Urban Growth Areas (UGA)
- Tribal Reservations
- DNR Lands
- Joint Base Lewis-McChord

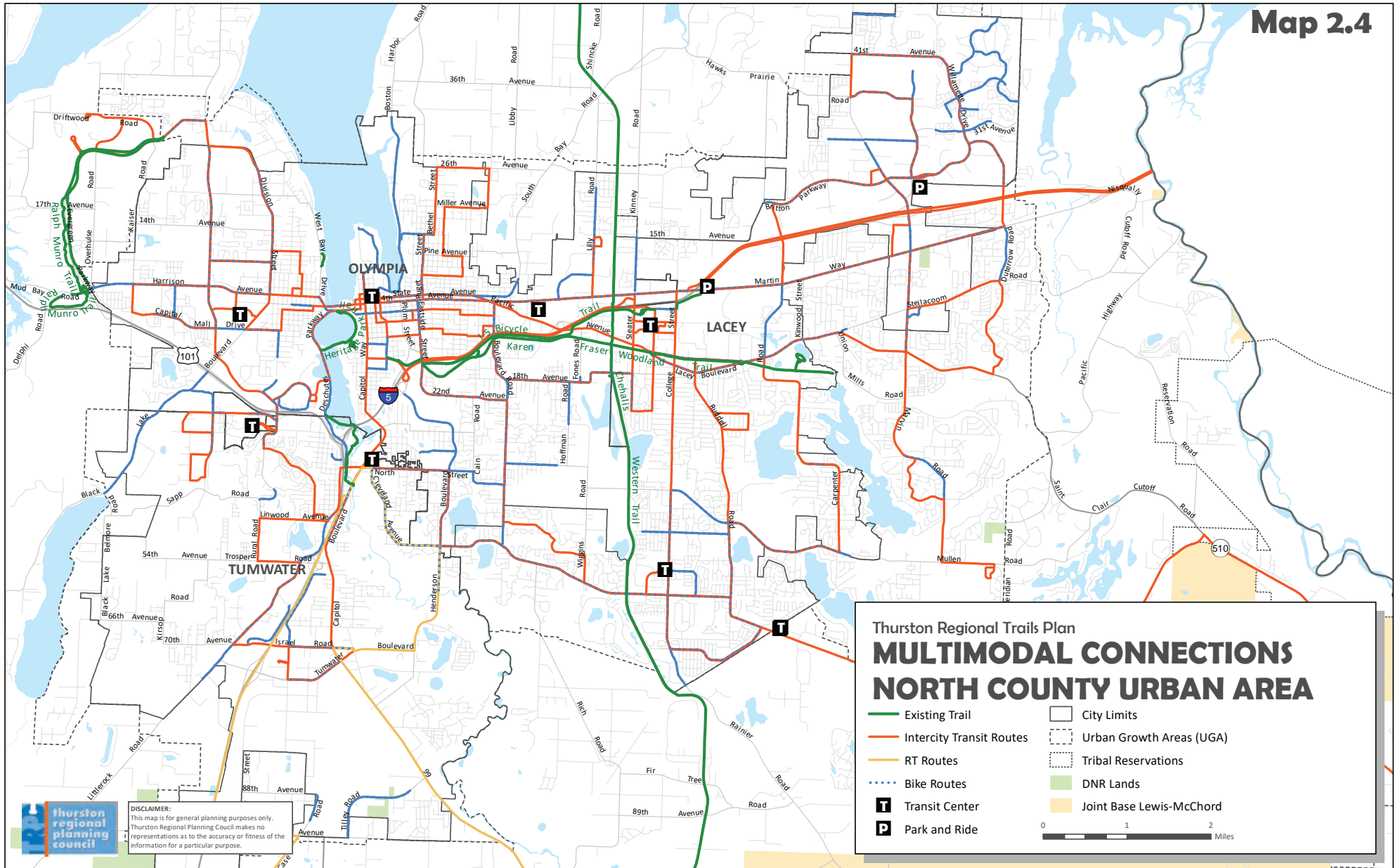


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Map 2.4



# Map 2.5

Thurston Regional Trails Plan

## EMPLOYMENT DENSITY

Jobs per Acre (2017)

- Fewer than 1
- 1 to 5
- 5 to 15
- More than 15

Existing Trail

City Limits

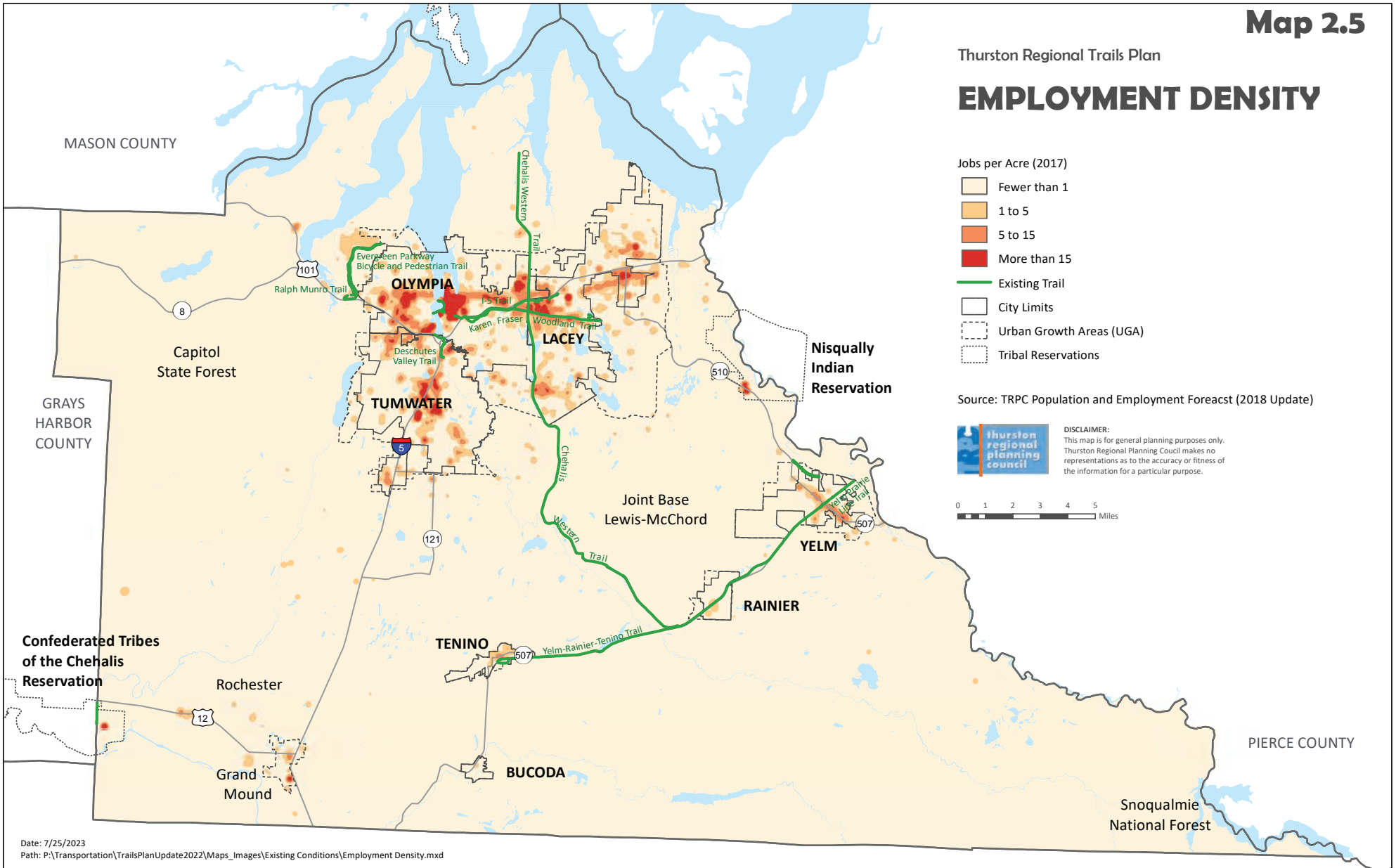
Urban Growth Areas (UGA)

Tribal Reservations

Source: TRPC Population and Employment Forecast (2018 Update)



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Table 2.2 Population

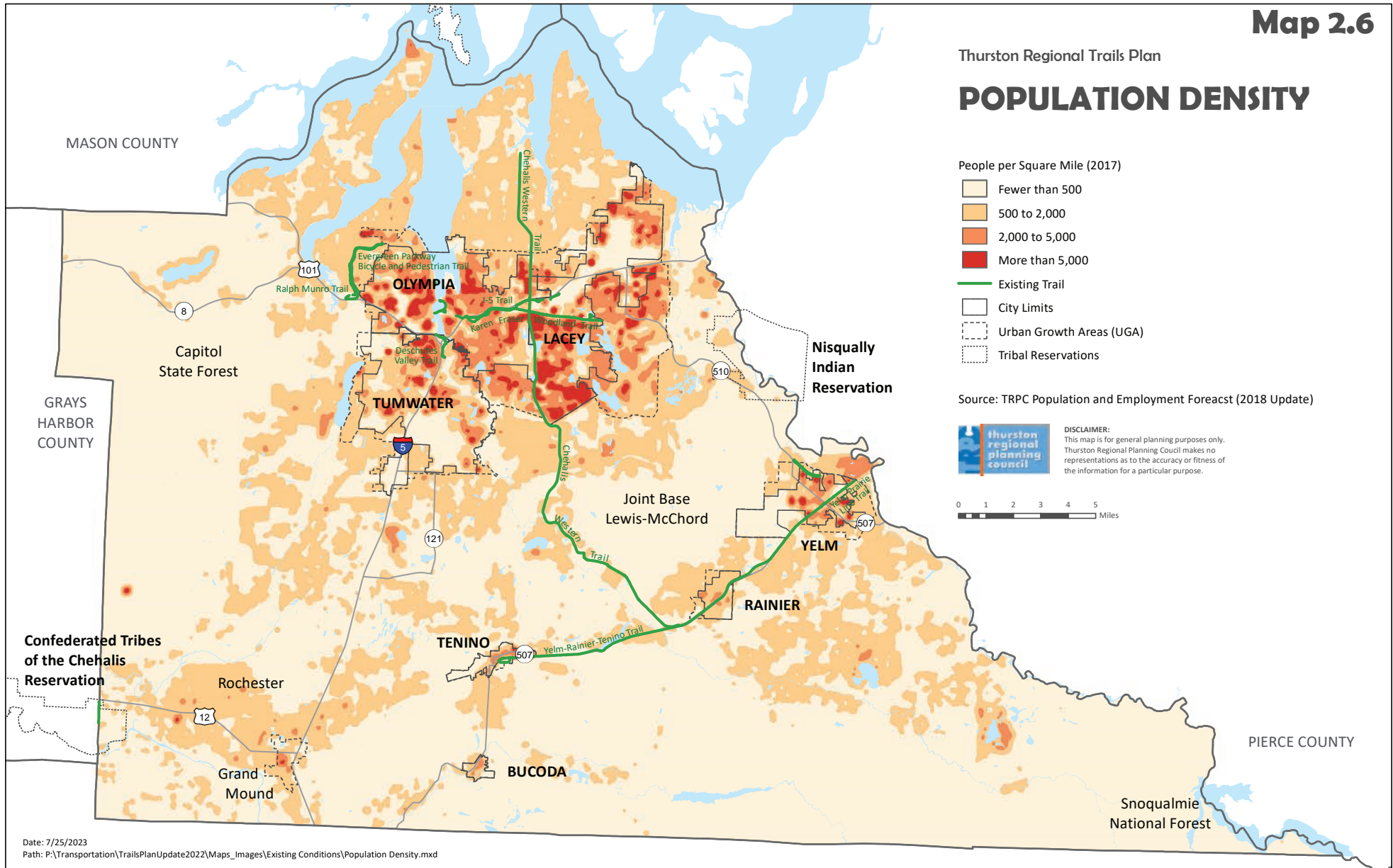
| TRAIL CORRIDORS                                 | LENGTH      | 2022 DWELLINGS |               | 2022 POPULATION |               |
|---|-------------|----------------|---------------|-----------------|---------------|
|   |             | 1/4 MILE       | 1/2 MILE      | 1/4 MILE        | 1/2 MILE      |
| Capitol Lake Interpretive Trail                 | 0.5         | 135            | 1,440         | 272             | 2,951         |
| Chehalis Western Trail                          | 21.1        | 5,495          | 5,012         | 12,570          | 11,651        |
| Deschutes Valley Trail                          | 0.8         | 253            | 943           | 582             | 2,133         |
| Evergreen Parkway Bicycle and Pedestrian Trail  | 3.3         | 114            | 776           | 295             | 1,894         |
| Heritage Park Hillside Trail                    | 0.4         | 82             | 1,521         | 105             | 2,020         |
| Heritage Park Trail                             | 0.9         | 795            | 2,379         | 1,076           | 4,028         |
| I-5 Bicycle Trail                               | 4.0         | 504            | 1542          | 1088            | 3036          |
| Karen Fraser Woodland Trail                     | 5.2         | 3,070          | 4,909         | 6,740           | 10,980        |
| Old Evergreen Parkway Trail                     | 1.1         | 239            | 447           | 597             | 1,159         |
| Ralph Munro Trail                               | 2.4         | 316            | 383           | 762             | 1,026         |
| SR 510 Bike Path                                | 2.4         | 442            | 582           | 1,366           | 1,644         |
| West Bay Trail                                  | 0.2         | 195            | 674           | 448             | 1,609         |
| Prairie Line Trail                              | 1.4         | 456            | 1,017         | 1,373           | 3,027         |
| Yelm-Rainier-Tenino Trail and Tenino City Trail | 15.1        | 1,787          | 1,497         | 4,859           | 4,108         |
| <b>Totals*</b>                                  | <b>58.8</b> | <b>13,519</b>  | <b>15,800</b> | <b>30,761</b>   | <b>37,505</b> |

\*Because trails connect, the number of dwellings and population within a quarter- or half- mile of each trail may overlap. The total at the bottom of this table represents the total unduplicated count for the trail system collectively.

# Map 2.6

Thurston Regional Trails Plan

## POPULATION DENSITY



Maps 2.7 through 2.11 display the proximity of the existing trails network to areas with higher percentages of seniors, people with disabilities, people who primarily speak languages other than English, lower-income households, and people of color.

## **Trail Network Facilities**

A trail network is the sum of its infrastructure and supporting facilities such as trail routes, trailheads, restrooms, seating, and signs. Trails serve both transportation and recreation and are uniquely designed to serve both purposes. Table 2.3 summarizes each of the major existing trail corridors' features. Descriptions of the primary features of the trail network follow.

### **Trail Surface**

The surface and route define the core of a trail. Shared use trails are engineered facilities and adhere to standard design criteria. Compared to natural surface nature trails, shared use trails have gentle grades, more direct alignments, and wider, smooth

compacted surfaces. Their appearance is similar to a narrow paved one-lane road.

In Thurston County communities, most trails are constructed with a paved asphalt surface over a gravel base layer and a graded subbase. The paved surface is typically edged with two-foot-wide graded gravel shoulders. Compacted gravel is another common surface material, which is less desirable for some trail activities. The Karen Fraser Woodland Trail in Olympia has a parallel natural surface path for joggers. The northern-most segment of the Chehalis Western Trail has a separate parallel natural surface trail for equestrian use. However, most shared use trails in the region lack these parallel route features.

### **Trail Width**

Trails vary in width in Thurston County communities. Trails constructed before the 1990s range from six to 10-feet wide. Trails constructed after the mid-1990s have a minimum 10-foot width with some segments having a cross-section that is 12-feet or greater.



# Map 2.7

Thurston Regional Trails Plan

## AGE 65 AND OLDER

Percent of Population Age 65 or Older

- Less than 10.0%
- 10.1% - 20.0%
- 20.1% - 30.0%
- More than 30%

Existing Trail

City Limits

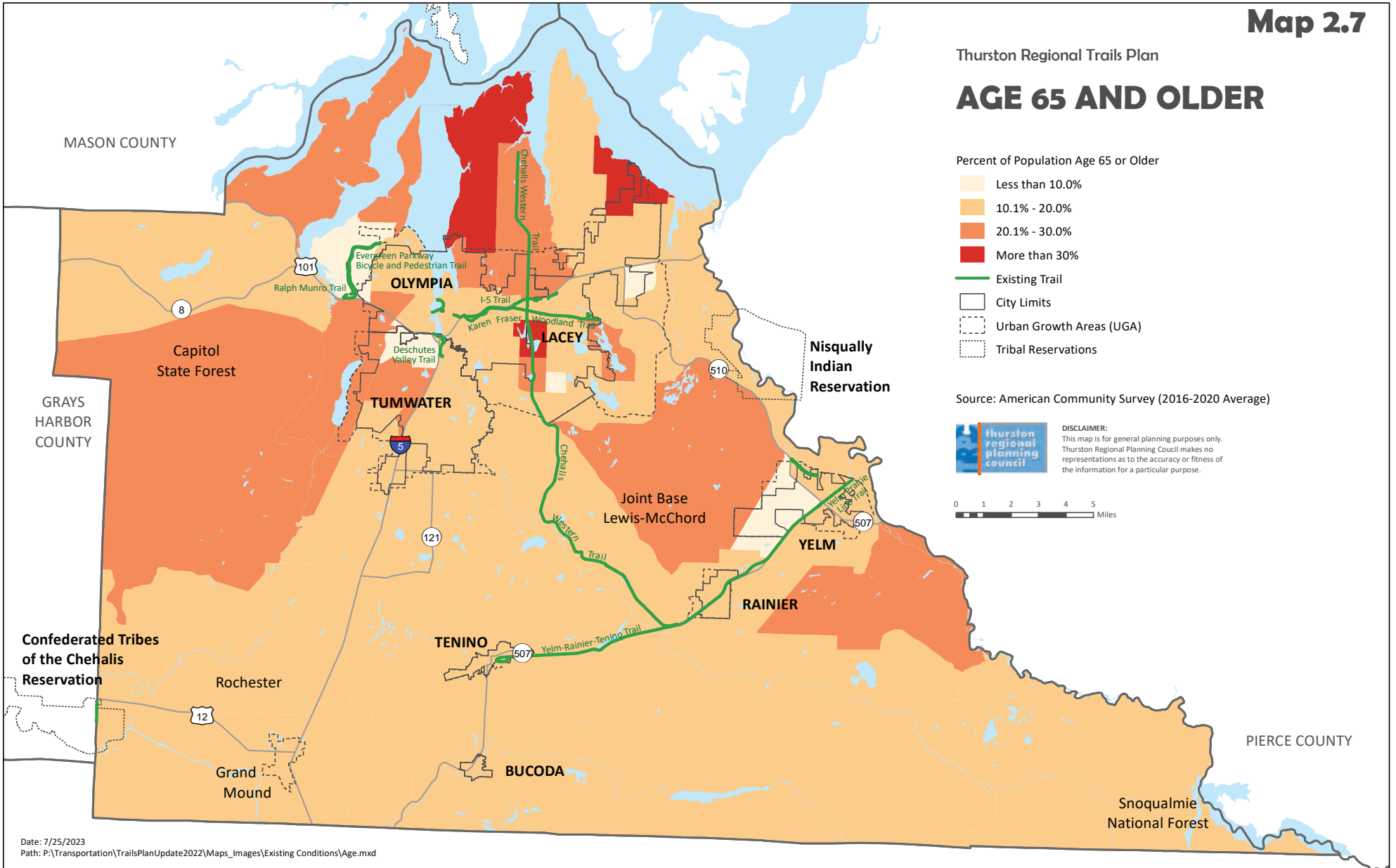
Urban Growth Areas (UGA)

Tribal Reservations

Source: American Community Survey (2016-2020 Average)



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# Map 2.8

## Thurston Regional Trails Plan

### DISABILITY

Percent of Population with a Disability

- Less than 10.0%
- 10.1% - 15.0%
- 15.1% - 20.0%
- More than 20%

Existing Trail

City Limits

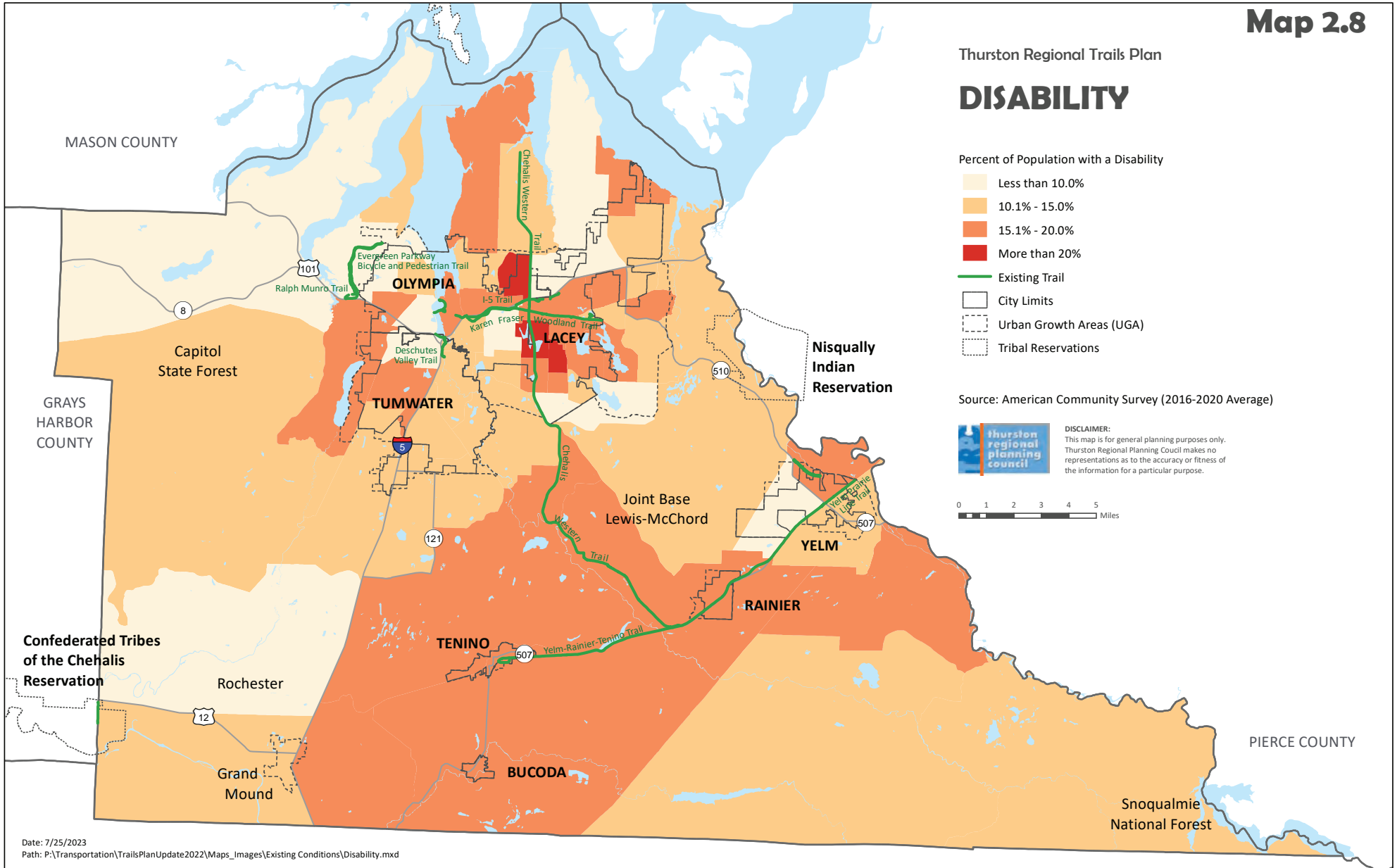
Urban Growth Areas (UGA)

Tribal Reservations

Source: American Community Survey (2016-2020 Average)



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Path: P:\Transportation\TrailsPlanUpdate2022\Maps\_Images\Existing Conditions\Disability.mxd

# Map 2.9

Thurston Regional Trails Plan

## ENGLISH PROFICIENCY

Percent of Population Speaking English Less Than "Very Well"

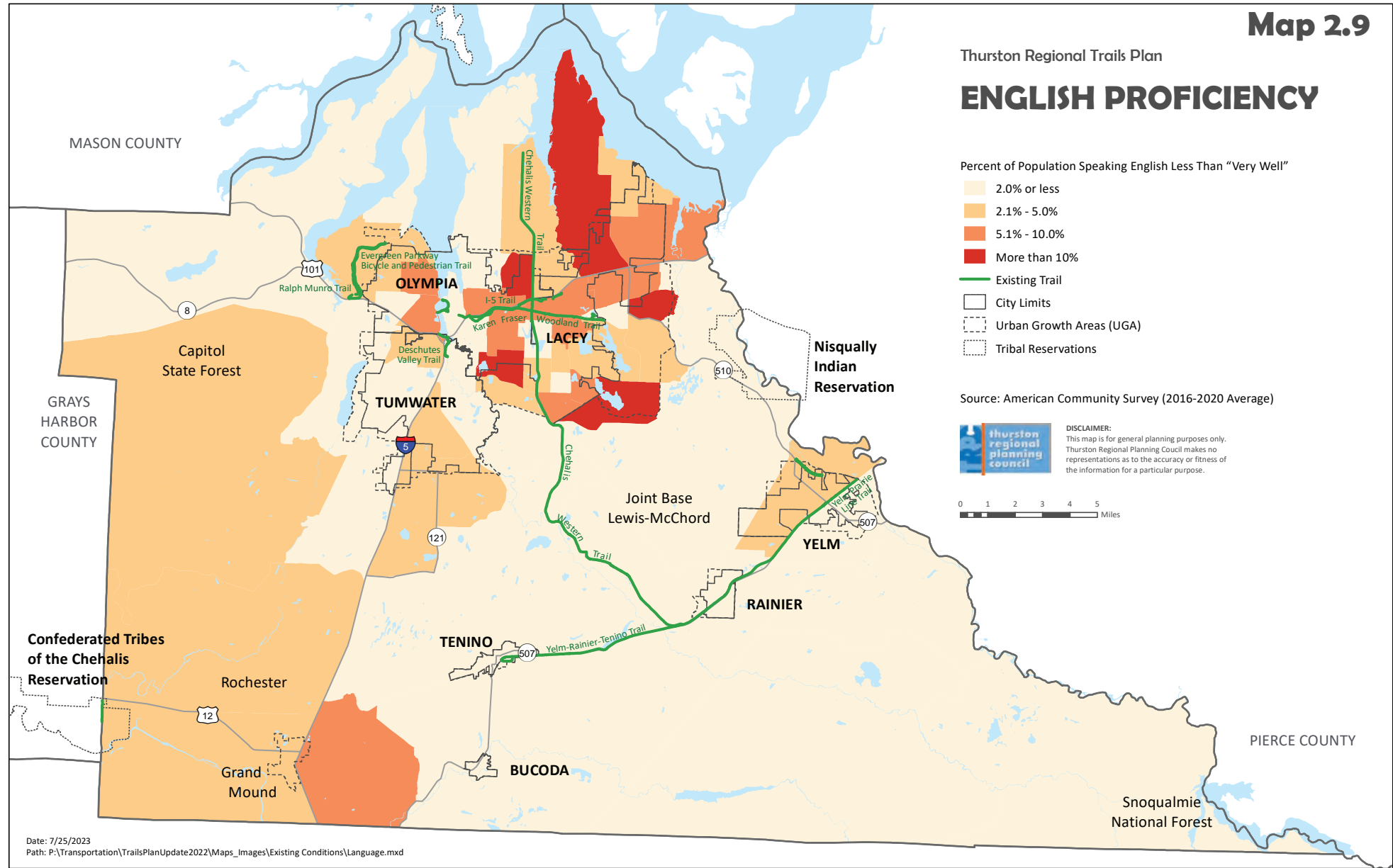
- 2.0% or less
- 2.1% - 5.0%
- 5.1% - 10.0%
- More than 10%

- Existing Trail
- City Limits
- Urban Growth Areas (UGA)
- Tribal Reservations

Source: American Community Survey (2016-2020 Average)



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Map 2.10

Thurston Regional Trails Plan

**POVERTY**

Percent of Population Below Federal Poverty Level

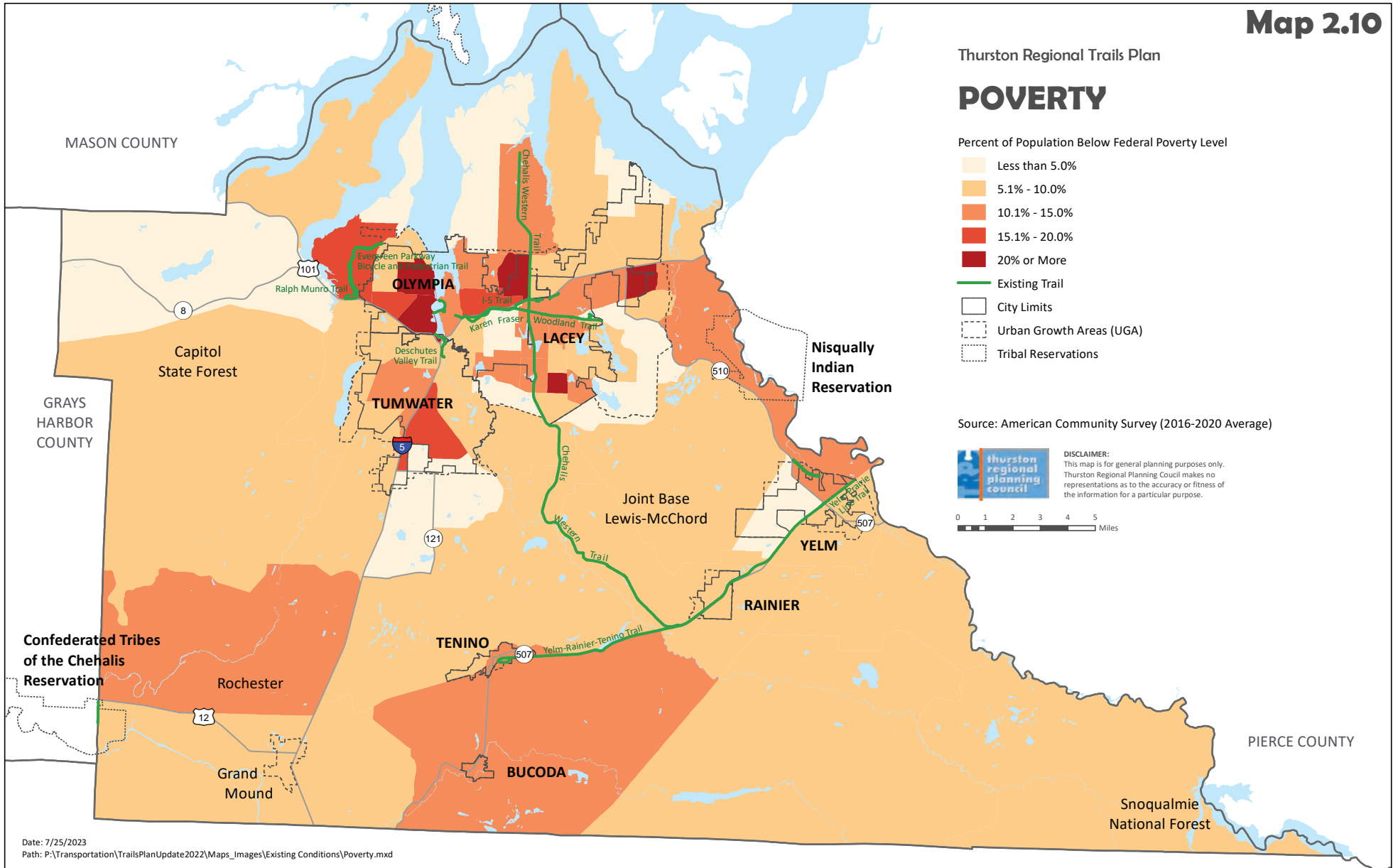
- Less than 5.0%
- 5.1% - 10.0%
- 10.1% - 15.0%
- 15.1% - 20.0%
- 20% or More

- Existing Trail
- City Limits
- Urban Growth Areas (UGA)
- Tribal Reservations

Source: American Community Survey (2016-2020 Average)



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Path: P:\Transportation\TrailsPlanUpdate2022\Maps\_Images\Existing Conditions\Poverty.mxd

# Map 2.11

Thurston Regional Trails Plan

## MINORITY POPULATION

Hispanic, Latino, or Race Other Than White as a Percent of Total

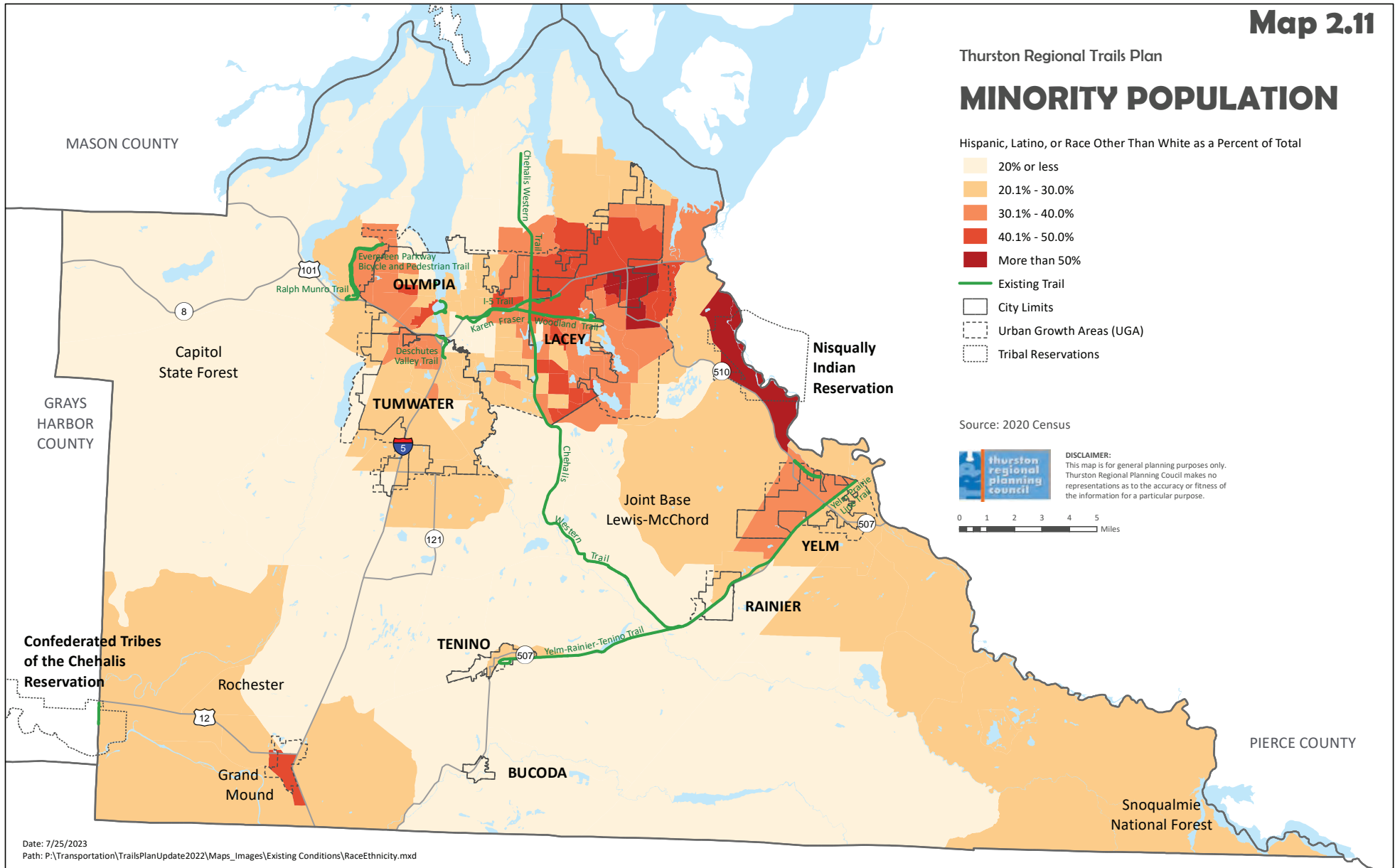
- 20% or less
- 20.1% - 30.0%
- 30.1% - 40.0%
- 40.1% - 50.0%
- More than 50%

- Existing Trail
- City Limits
- Urban Growth Areas (UGA)
- Tribal Reservations

Source: 2020 Census



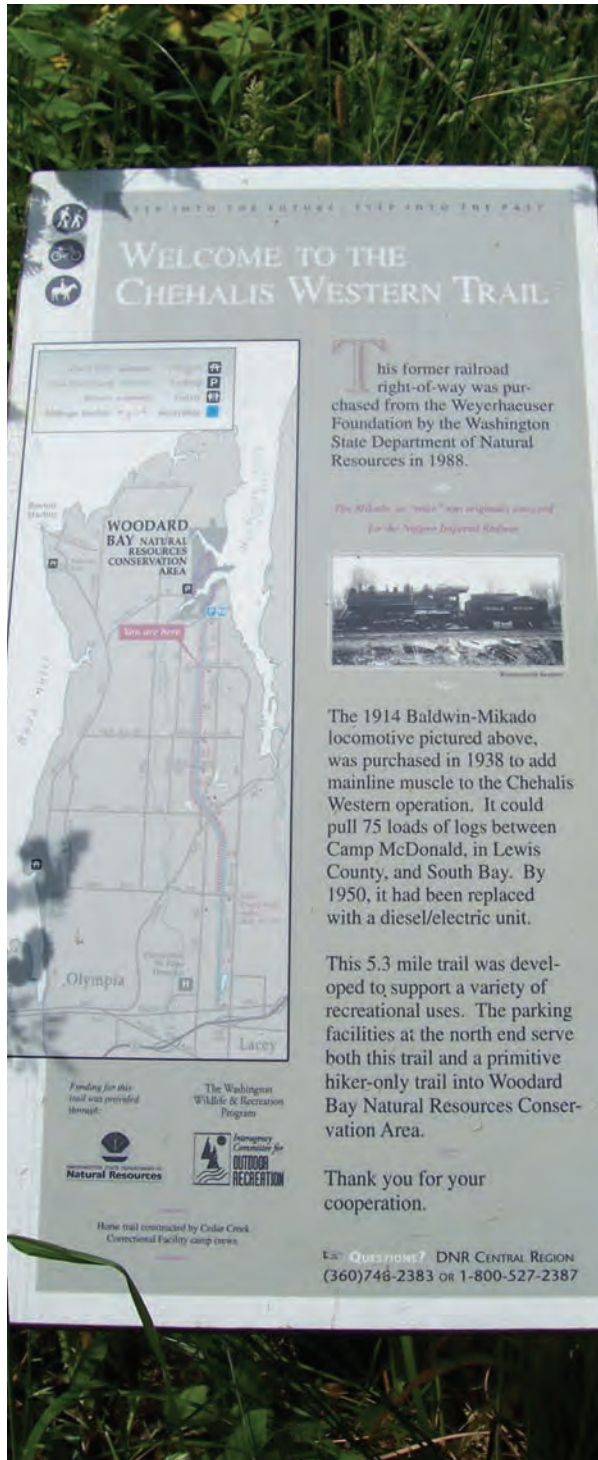
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Table 2.3 Features

| TRAIL CORRIDORS                                      | SURFACE | WIDTH     | TRAILHEADS W/ PARKING  | RESTROOMS  | MILEPOSTS | ACCESS CONTROL                | LIGHTING | BIKE PARKING | REPAIR STATIONS  | SEATING | EQUESTRIAN  |
|--|---------|-----------|--|--|-----------|-------------------------------|----------|--------------|------------------|---------|---|
| Capitol Lake Interpretive Trail                      | Asphalt | 9'        | Interpretive Park<br>Deschutes Parkway Street Parking  | Interpretive Park  | -         | -                             | -        | -            | -                | Yes     | Not permitted   |
| Heritage Park Trail and Heritage Park Hillside Trail | Gravel  | 8' to 18' | Heritage Park<br>Marathon Park Street Parking  | Heritage Park<br>Marathon Park   | -         | -                             | Yes      | -            | -                | Yes     | Not permitted   |
| Chehalis Western Trail                               | Asphalt | 10'       | 41st Ave NE<br>45th Ave SE<br>67th Ave SE<br>Chambers Lake<br>Fir Tree Rd SE<br>Monarch<br>Sculpture Park<br>Woodard Bay | 41st Ave NE<br>Chambers Lake<br>Woodard Bay<br>Monarch<br>Sculpture Park<br>Fir Tree Rd SE | 1/2-mile  | Bollards;<br>gated trailheads | Limited  | Limited      | -                | Yes     | Woodard Bay Trailhead. Use permitted N of South Bay Rd NE and South of Fir Tree Rd SE |
| Deschutes Valley Trail                               | Asphalt | 10'-12'   | Tumwater Historic Park<br>Brewery Park at Tumwater Falls   | Tumwater Historic Park<br>Brewery Park at Tumwater Falls                                   | -         | Bollards;<br>gated trailheads | Limited  | Limited      | -                | Yes     | Not permitted   |
| Evergreen Parkway Bicycle and Pedestrian Trail       | Asphalt | 10'       | -  | -  | -         | Bollards                      | Yes      | -            | -                | -       | Not permitted   |
| I-5 Bicycle Trail                                    | Asphalt | 15'       | -  | -  | 1/4-mile  | Bollards                      | Limited  | -            | -                | -       | Not permitted   |
| Karen Fraser Woodland Trail                          | Asphalt | 10'       | Eastside St Trailhead<br>Lacey Depot at Lebanon Street<br>Woodland Creek Community Park                                  | Eastside St Trailhead<br>Lacey Depot at Lebanon Street<br>Woodland Creek Community Park    | 1/4-mile  | Bollards;<br>gated trailheads | Limited  | Limited      | -                | Yes     | Not permitted   |
| Old Evergreen Parkway Trail                          | Asphalt | 6'        | -  | -  | -         | -                             | -        | -            | -                | -       | Not permitted   |
| Ralph Munro Trail                                    | Asphalt | 10'       | -  | -  | -         | Bollards                      | -        | -            | -                | Yes     | Not permitted   |
| SR 510 Bike Path                                     | Asphalt | 10'       | -  | -  | -         | Bollards                      | Limited  | -            | -                | -       | Not permitted   |
| West Bay Trail                                       | Asphalt | 10'       | West Bay Park  | West Bay Park  | -         | -                             | Limited  | Limited      | -                | Yes     | Not permitted   |
| Yelm Prairie Line Trail                              | Asphalt | 10'       | 1st St and Railway Rd  | 1st Street and Railway Rd Trailhead  | -         | Bollards                      | Limited  | -            | -                | Yes     | Not permitted   |
| Yelm-Rainier-Tenino Trail                            | Asphalt | 10'       | Yelm, Behind Boys and Girls Club<br>Rainier, Minnesota St & Rochester St<br>Tenino City Park                             | Yelm City Park<br>Wilkowski Park<br>Tenino City Park                                       | 1/2-mile  | Bollards                      | Limited  | Limited      | Tenino City Park | Yes     | Permitted on entire corridor  |



## Trailheads

Because the majority of people arrive at a trail by driving, trailheads serve as the major access points for most users. Trailheads are generally developed and operated as a park facility. Most are gated and only open during the daytime. Developed trailheads typically include paved parking areas and may feature landscaping, restrooms, water fountains, picnic tables, lighting, and informational signs. Less developed trailheads may consist of a compacted gravel parking lot with a portable toilet. Most trailheads include a kiosk or bulletin board that posts trail rules and a map of the trail's route and features. Trailheads serving equestrian routes typically have longer parking spaces to accommodate horse trailers.

Several developed trailheads are collocated at municipal parks such as the City of Lacey Woodland Creek Community Park that adjoins the Karen Fraser Woodland Trail. Other standalone trailheads were exclusively developed for the trail, like the City of Olympia Karen Fraser Woodland Trailhead at Eastside Street SE or the less developed

trailhead at Fir Tree Road SE for the Chehalis Western Trail. People frequently park their vehicles at several unofficial trailheads to access trails such as 17<sup>th</sup> Avenue NE for the Ralph Munro Trail and at Stedman Road SE and Military Rd SE for the Chehalis Western Trail. Map 2.1 Existing Network shows the locations of trailheads.

During the summer months when trail use is high, parking demand can exceed supply. This results in drivers parking in non-designated spaces along county roads. Such parking overflow can be both a nuisance and a safety hazard for trail and road users alike. Construction of new or expanded trailheads in popular locations can satisfy parking demand and mitigate overflow parking hazards.

## Restrooms

Toilets are necessary amenities to support trail users and maintain a clean and healthy environment. Permanent restroom facilities with flush toilets and sinks are sparse on the network. Most developed restrooms are located at existing parks or public buildings that adjoin a shared use trail such as

Chambers Lake at the Chehalis Western Trail trailhead and the Lacey Depot along the Karen Fraser Woodland Trail. Portable toilets are also sparse in both developed and less developed areas of the county and are spaced great distances apart.

### **Milepost Markers**

Milepost markers are installed on the edge of trails and display the distance along a route from a fixed starting point. Mileposts aid users with navigation, emergency reporting, or for tracking distance during workouts. Mileposts also assist trail managers with planning operational and maintenance needs.

Mileposts are typically installed in one-quarter, one-half, or one-mile increments. Mileposts on the Karen Fraser Woodland, Chehalis Western, I-5 Bicycle, and the Yelm-Rainier-Tenino trails also display maintenance and emergency contact information and include a quick response (QR) code to a website with additional trail information. Not all trail corridors in the region are equipped with milepost markers.

### **Signs**

Signage serves many different functions. The most critical are traffic control signs such as stop and yield signs and pavement markings that adhere to engineering standards defined by the *Manual on Uniform Traffic Control Devices for Streets and Highways*. Located on both trails and intersecting roads, signs and markings direct traffic in conformance with laws for the safety of both trail and roadway users.

Informational signs display trail rules, hours of operation, wayfinding, and other messaging to promote safe and courteous trail behavior. Interpretive signs may highlight information about human or natural history, environmental stewardship, and other geographic-specific subjects for educational and cultural awareness.

### **Access Control**

To separate motor vehicle traffic from trail traffic, access control devices prevent unauthorized vehicle from entering trails. Gates at trailheads restrict access for vehicles outside of normal operating hours.

The bollard – the most common control device on trails – is a thick low vertical post, generally made of steel, and is installed in single, pair, or three-set configurations. They are installed where trails intersect with neighborhood access points, driveways, roads, and parking lots. Trail managers and first responders can unlock bollards to access a trail by vehicle.

### **Lighting**

Trail lighting is costly and limited by the availability of an electric utility line within or near a trail’s right-of-way. Lighting the entire trail network is cost prohibitive. Bicycle commuters and other trail users need to use trails during hours of darkness, especially during the winter. State law requires bicyclists, riding at night, to equip their bicycles with a front white light and at a minimum a rear red reflector. There are no laws for other trail users.

Overhead illumination of trailheads, busy trail intersections, and street crossings improve visibility and safety. Hard-wired lamps are located along sections of the Karen Fraser Woodland Trail in Lacey.

Ambient lighting from wired lamps from surrounding development also exists along portions of the Chehalis Western and Karen Fraser Woodland trails around Pacific Ave and Martin Way. Lighting is sparse in rural areas. Few permanent solar powered lamps exist on trails.

### **Bicycle Parking**

Bicycle parking is most useful at trailheads and in locations where cyclists are likely to stop such as at scenic lookouts and restrooms. While bicyclists prefer bike racks, railing or fencing can suffice in some instances. Bicycle parking facilities are limited and sparsely available at trailheads and throughout the network.

### **Bicycle Repair Stations**

A trail-sited public bicycle repair station offers cyclists the tools necessary to perform basic repairs and maintenance. These vendor-fabricated stands are securely bolted to the ground and can elevate a bicycle to ease repairs. Stands are equipped with a built-in tire pump and an assortment of basic repair tools that are secured to the stand with steel braided cables. At present,



the City of Tenino offers the region's only trail-sited repair station, located along the Yelm-Rainier-Tenino Trail at the Tenino City Park's Bike Plaza.

### **Seating**

Most of the region's trail corridors are furnished with steel or wooden benches. Seating is typically installed at viewing areas, interpretive signs, near inclines, and in areas where there is sufficient clearance along the shoulder of a trail.

### **Equestrian Facilities**

Horseback riding is only permitted on the Chehalis Western Trail north of South Bay Road NE and south of Fir Tree Road SE and along the entire Yelm-Rainier-Tenino Trail. Equestrian-specific facilities are limited on the Region's trail network. While the Chehalis Western Trailhead at Woodard Bay offers a hitching post, a mounting ramp, feeding station, and horse trailer parking, these facilities are deteriorating and no longer function as intended.

### **Trash Receptacles**

As a general waste management approach for trails, trail users are responsible for

packing out and disposing of their trash. Trash receptacles are sparse to non-existent throughout the network. However, they are common at most county- and city-managed trailheads and adjoining parks.

### **Counters**

An automatic trail counter records the time, date, and number of users detected at a set location, and can differentiate walkers from bicyclists. The devices wirelessly transmit data to a server where results are processed and can be viewed from an online dashboard. Count data assists trail managers and planners in evaluating how and when trails are used. Of the two permanent automated trail counters installed on the network near the intersection of the Chehalis Western Trail and Karen Fraser Woodland Trail, only one is currently operational due to funding limitations. The City of Olympia performs regular seasonal bicycle counts using tube counters as part of its traffic data collection program.

## Management

Trail users expect the network to be reliably open, functional, safe, and clean. They want trails to operate consistently across jurisdictional boundaries. A variety of activities are necessary to operate the network and provide a level of service that satisfies most users' expectations. Figure 2.1 lists the major trail management functions. The range of duties highlights the value of coordinating operations and maintenance among the affected jurisdictions. TRPC distributed a questionnaire to the city, county, and state trail managers about their trail operations activities. This section summarizes the key findings from their responses.

**Figure 2.1 General Trail Management Functions**

| Function                              | Duties  |
|---------------------------------------|---|
| Administration                        | Oversight of budgeting, contracting, governance, legal, and supervision   |
| Asset management                      | Oversight of pavement preservation and repair/replacement of trail infrastructure and facilities  |
| Emergency services                    | Oversight of effective response times for fire, emergency medical services, and police services   |
| Maintenance                           | Management and performance of clearing trail surfaces, mowing and trimming vegetation, waste management, servicing restrooms, etc.            |
| Patrolling and code enforcement       | Aiding trail users and safeguarding compliance with trail rules and municipal parks ordinances  |
| Planning and engineering              | Oversight of planning, programming, designing, and construction of capital projects   |
| Public information                    | Performance of trail outreach, education, promotion, and information sharing through print, websites, social media, and news media            |
| Stewardship and recreational services | Oversight and coordination of community work parties and permitting activities such as organized fun runs, bike rides, and other trail events |

**Trail Administration**

Each agency operates its trail facilities and services in a unique manner in accordance with their organizational structure, plans, policies, and budgets. Some trails are administered by parks or public works departments and for others, the jurisdiction divides the responsibilities. Maintaining the regional network is the responsibility of both the trail owners and their partners through a combination of contractual interlocal agreements and less formal mutual agreements.

Thurston County owns two-thirds of the region’s shared use trail facilities. The County works closely with the cities to

make efficient use of limited maintenance resources. The cities of Lacey, Olympia, Rainier, Tenino, and Yelm all have written interlocal agreements or other forms of agreement with Thurston County on limited segments of the Chehalis Western and Yelm-Rainier-Tenino trails. The WSDOT-owned I-5 Bicycle Trail is principally maintained through an agreement with the cities of Lacey and Olympia. Table 2.4 summarizes the lead entities responsible for managing the trails and the status of existing maintenance agreements.

**Table 2.4 Lead Entities and Maintenance Agreement Status**

| TRAIL  | OWNERS  | ADMIN & PLANNING <sup>1</sup>            | MAINTENANCE LEAD <sup>2</sup>                           | MAINTENANCE AGREEMENTS <sup>3</sup>   |
|--|---|--|---|---|
| Capitol Lake Interpretive Trail                | Washington Department of Enterprise Services          | Facilities and Leasing Parks and Gardens | Facilities and Leasing Parks and Gardens                | -   |
| Heritage Park Trail                            | Washington Department of Enterprise Services          | Facilities and Leasing Parks and Gardens | Facilities and Leasing Parks and Gardens                | -   |
| Heritage Park Hillside Trail                   | Washington Department of Enterprise Services          | Facilities and Leasing Parks and Gardens | Facilities and Leasing Parks and Gardens                | -   |
| I-5 Bicycle Trail                              | Washington State Department of Transportation (WSDOT) | WSDOT Olympic Region                     | Lacey Public Works; Olympia Public Works; WSDOT         | 1985 Agreement: Lacey and Olympia responsible for trail surface maintenance within city limits; WSDOT responsible for landscaping and fencing |
| SR 510 Bike Path                               | WSDOT   | WSDIT Olympic Region                     | WSDOT Olympic Region                                    | -   |
| Evergreen Parkway Bicycle and Pedestrian Trail | The Evergreen State College (TESC)                    | TESC Facilities                          | TESC Facilities   | -   |
| Chehalis Western Trail                         | Thurston County                                       | Thurston County Public Works (TCPW)      | TCPW  | 2021 Agreement: Thurston County, Lacey, and Olympia share responsibility for Woodland Trail Intersection maintenance.                         |
| Yelm-Rainier-Tenino Trail                      | Thurston County                                       | TCPW                                     | TCPW  | Agreements with Yelm, Rainier, and Tenino for routine trail maintenance within city limits  |
| Old Evergreen Parkway Trail                    | Thurston County                                       | TCPW                                     | TCPW  | -   |
| Ralph Munro Trail                              | Thurston County, WSDOT, Olympia School District       | TCPW                                     | TCPW<br>WSDOT Olympic Region<br>Olympia School District | Thurston County maintains from Mud Bay Road to 17th Ave NW  |
| Karen Fraser Woodland Trail                    | City of Lacey   | Lacey Parks, Culture, and Recreation     | Lacey Public Works                                      | -   |
|  | City of Olympia                                       | Olympia Parks, Arts, and Recreation      | Olympia Parks, Arts, and Recreation                     | -   |
| West Bay Park                                  | City of Olympia                                       | Olympia Parks, Arts, and Recreation      | Olympia Parks, Arts, and Recreation                     | -   |
| Deschutes Valley Trail                         | City of Tumwater                                      | Tumwater Parks Department                | Tumwater Parks Department                               | Olympia Tumwater Foundation operates trail hours within Brewery Park at Tumwater Falls  |
| Prairie Line Trail                             | City of Yelm  | Yelm Public Services                     | Yelm Public Services                                    | -   |

<sup>1</sup> Department responsible for the administration, planning, and engineering activities for the trail <sup>2</sup> Department responsible for routine maintenance services <sup>3</sup> Existing interlocal and mutual agreements for maintenance responsibilities





## Trail Maintenance

### Routine Maintenance

Following initial development and construction of a trail facility, routine maintenance is the most important and costly long-term investment in managing a trail. Routine maintenance is the most impactful and visible operational function performed by trail managers. Frequent maintenance preserves the functionality, safety, and aesthetics of the corridor. A well-maintained trail is associated with users' overall experience and feelings of personal safety and security; recognizing that the facility is frequently visited, cared for, and monitored.

Table 2.5 summarizes general trail maintenance plans, funding sources, and frequency of maintenance visits.

**Table 2.5 Trail Maintenance Plans, Funding Sources, Frequency of Maintenance Visits**

| AGENCY  | WRITTEN MAINTENANCE PLAN <sup>1</sup> | CALCULATE MAINTENANCE BUDGET <sup>2</sup> | MAINTENANCE FUNDING <sup>3</sup>  | MAINTENANCE VISITS <sup>4</sup> |
|---|---------------------------------------|---|---|---------------------------------|
| City of Lacey                                 | Yes                                   | Yes                                       | General fund  | Weekly. Some areas daily.       |
| City of Olympia                               | Yes                                   | Yes                                       | Metropolitan Parks District and General Fund  | Daily                           |
| City of Tumwater                              | No                                    | No  | General Fund  | Weekly                          |
| City of Yelm                                  | No                                    | Yes                                       |   | Weekly                          |
| The Evergreen State College                   | No                                    | No  | General public works/minor works projects funds   | Monthly                         |
| Thurston County                               | No                                    | Yes                                       | County General Fund and Conservation Futures; a small amount of funding is generated through Trail Permit Fees. | Weekly                          |
| Washington Department of Enterprise Services  | -                                     | -   | -   | -                               |
| Washington State Department of Transportation | No                                    | No  | State and Federal Funding   | Varies by Leasee                |

<sup>1</sup> Existing written trail maintenance plan <sup>2</sup> Able to calculate annual trail related maintenance costs <sup>3</sup> Primary funding sources for trail maintenance <sup>4</sup> Frequency of routine maintenance visits



### **Pavement Preservation**

The trail infrastructure investments require asset management to maintain serviceability and longevity. Trail surfaces are subject to damage and deterioration due to age and the inevitable effects of nature. The most prevalent sources of damage to trails come from tree roots that intrude below the pavement or the subbase resulting in cracked, heaved, and uneven surfaces. Frequent stormwater inundation can also lead to subsidence in the base layer creating dips in the trail surface. Eventually, a paved surface deteriorates and requires some level of repair. Developing and maintaining a pavement preservation program allows trail managers to budget for preventive activities and major rehabilitation to extend the life of the trail. Table 2.6 summarizes the trail managing agencies pavement preservation plans.

### **Operations, Patrolling, and Public Information**

#### **Operations**

Trail managers establish and enforce rules to protect people's safety, facilities, and the environment. Rules also minimize potential conflicts between trail users. Parks departments generally apply park rules to the trails they operate, limiting access to trails to certain times when parks are open. Trails managed by public works departments often have more permissive hours of operation, enabling these trails to broadly function as transportation routes. The hours of operation, speed limits, and permissibility of electric wheeled vehicles vary on the region's trails. Table 2.7 summarizes the conditions in trail operations.

Table 2.6 Pavement Preservation Plans

| OWNER   | TRAIL CORRIDOR  | CAUSE OF DAMAGE <sup>1</sup>                   | REPAVED SINCE CONSTRUCTION <sup>2</sup> | PLANS 1-YEAR <sup>3</sup> | PLANS 5-YEAR <sup>3</sup> | PLANS 10-YEAR <sup>3</sup> | COST ESTIMATE <sup>4</sup> | CRACK SEALING <sup>5</sup> | SEAL COATING <sup>6</sup> |
|---|---|--|---|---------------------------|---------------------------|----------------------------|----------------------------|----------------------------|---------------------------|
| City of Lacey                                 | Karen Fraser Woodland Trail   | Water, erosion, tree roots, vandalism          | No                                      | No                        | No                        | -                          | Yes                        | No                         | No                        |
| City of Olympia                               | Karen Fraser Woodland Trail<br>West Bay Park  | Tree roots                                     | Yes                                     | Yes                       | Yes                       | -                          | -                          | -                          | -                         |
| City of Tumwater                              | Deschutes Valley Trail  | Tree roots                                     | Yes                                     | No                        | No                        | Yes                        | Yes                        | No                         | No                        |
| City of Yelm                                  | Prairie Line Trail  | Vegetation Encroachment                        | No                                      | No                        | No                        | No                         | Yes                        | No                         | No                        |
| The Evergreen State College                   | Evergreen Parkway Bicycle and Pedestrian Trail  | Water, erosion, fallen trees                   | -                                       | No                        | -                         | -                          | -                          | -                          | -                         |
| Thurston County                               | Chehalis Western Trail<br>Old Evergreen Parkway Trail<br>Ralph Munro Trail (former McLane School Forest Trail)<br>Yelm-Rainier-Tenino Trail | Tree roots, erosion                            | Yes                                     | -                         | Yes                       | Yes                        | No                         | Yes                        | -                         |
| Washington State Department of Transportation | I-5 Bicycle Trail<br>SR 510 Bike Path   | Tree roots, vegetation encroachment, vandalism | No                                      | No                        | No                        | No                         | -                          | -                          | -                         |

<sup>1</sup>Major causes of trail damage <sup>2</sup>Repaver or resurfacing projects since original paving <sup>3</sup>Plans for trail resurfacing or repaving projects within the next year, five years, or ten years <sup>4</sup>Repavement cost estimates available <sup>5</sup>Crack sealing since the original paving <sup>6</sup>Seal coating since the original paving

Table 2.7 Trail Operations Conditions

| TRAIL CORRIDOR                                 | HOURS <sup>1</sup>                          | POSTED SPEED <sup>2</sup> | E-BIKES <sup>3</sup>      |
|--|---|---------------------------|---------------------------|
| Capitol Lake Interpretive Center Trail         | Apr-Oct 7am-9pm                             | -                         | -                         |
| Heritage Park Trail                            | Nov-Mar 7am-7pm                             | -                         | -                         |
| Heritage Park Hillside Trail                   |   |                           |                           |
| I-5 Bicycle Trail                              | Lacey, 7am to Dusk<br>Olympia, Dawn to Dusk | Advisory<br>15 mph        | Lacey, No<br>Olympia, Yes |
| SR 510 Bike Path                               | 24/7  | -                         | Yes                       |
| Evergreen Parkway Bicycle and Pedestrian Trail | 24/7  | -                         | Yes                       |
| Chehalis Western Trail                         | 9am to Dusk                                 | Advisory                  | Yes                       |
| Yelm-Rainier-Tenino Trail                      |   | 15 mph                    |                           |
| Old Evergreen Parkway Trail                    |   |                           |                           |
| Ralph Munro Trail                              |   |                           |                           |
| Karen Fraser Woodland Trail - Lacey            | 7am to Dusk                                 | -                         | No                        |
| Karen Fraser Woodland Trail - Olympia          | Dawn to Dusk                                | -                         | Yes                       |
| West Bay Park                                  | Dawn to Dusk                                | -                         | -                         |
| Deschutes Valley Trail                         | Dawn to Dusk                                | -                         | No                        |
| Prairie Line Trail                             | 24/7  | -                         | Yes                       |

<sup>1</sup> Hours open to the public <sup>2</sup> Maximum speed limit <sup>3</sup> Electric wheeled devices such as e-bikes, scooters, skateboards, or hover boards permitted

**Table 2.8 Lead Police Agencies & Patrol Activities**

| <b>TRAIL CORRIDOR</b>   | <b>POLICING<sup>1</sup></b>      | <b>PATROLLING<sup>2</sup></b>                              |
|---|----------------------------------|--|
| Capitol Lake Interpretive Center Trail<br>Heritage Park Trail<br>Heritage Park Hillside Trail           | Washington State Patrol<br>(WSP) | WSP  |
| I-5 Bicycle Trail   | WSP                              | -  |
| SR 510 Bike Path  | WSP, Sheriff, Yelm Police        | -  |
| Evergreen Parkway Bicycle and Pedestrian Trail  | TESC Police                      | TESC Grounds Crew  |
| Chehalis Western Trail<br>Yelm-Rainier-Tenino Trail<br>Old Evergreen Parkway Trail<br>Ralph Munro Trail | -                                | Weekly<br>TCPW<br>Maintenance                              |
| Karen Fraser Woodland Trail, Lacey  | -                                | Weekly   |
| Karen Fraser Woodland Trail, Olympia  | -                                | Daily by Park Rangers<br>Periodically by police volunteers |
| West Bay Trail  | -                                | Park Rangers   |
| Deschutes Valley Trail  | -                                | No   |
| Prairie Line Trail  | -                                | No   |

<sup>1</sup>Lead agency for police services and enforcement    <sup>2</sup>Types of other patrol activities

### **Patrolling and Policing**

Police departments and fire service agencies reliably respond to emergency incidents on trails that are reported through 911. Community members rank regular patrol activities as the most effective action to make them feel safer on a trail. The public would like patrols performed by staff or volunteers to monitor compliance with trail rules, promote safety, and to aid people in need.

With the exception of Heritage Park, there are no routine police patrols performed on the region's trails. The City of Olympia Parks Arts and Recreation Department's Park Rangers patrol the Karen Fraser Woodland Trail daily. Olympia Police Department volunteers sporadically patrol the Karen Fraser Woodland Trail in Olympia. Table 2.8 lists the lead police service agencies and patrol activities on the region's trail network.

Routine visits performed by maintenance crews are perhaps the most cost-effective and consistent form of patrolling. Staff working on the trail are familiar with the goings on and the trails' surroundings. Maintenance staff also serve as ambassadors to assist people with basic information and are able to offer limited assistance.

### **Planning**

Thurston County communities have conducted several trail studies and have updated various long-term plans to construct additional shared-use trails and other active transportation facilities around the region. Figure 2 summarizes the municipalities' major plans and studies.

Figure 2.2 Summary of Existing Municipal Trail Studies and Plans

| Jurisdiction    | Plan/Study  |
|-----------------|---|
| Bucoda          | <b>Yelm – Tenino Trail Extension Feasibility Study. 2019</b><br>Evaluated route scenarios to extend the existing Yelm-Rainier-Tenino Trail from Tenino City Park to the Town of Bucoda. Cost estimate for the preferred alignment is \$4.2 million.   |
|                 | <b>2030 Transportation Plan. 2012</b><br>Identifies shared use paths, bicycle, and pedestrian projects throughout the city.   |
| Lacey           | <b>Pedestrian and Bicycle Plan for the City of Lacey and Lacey UGA. 2018</b><br>Establishes policies, programs, and infrastructure recommendations to improve active transportation throughout the city. Identifies the need to acquire rights-of-way for the undeveloped eastern segment of the Karen Fraser Woodland Trail.                                   |
|                 | <b>Olympia Woodland Trail Master Plan. 1999</b><br>Identifies the Vision, alignment, recommendations, and strategy for the Karen Fraser Woodland Trail within Olympia.  |
| Olympia         | <b>Olympia Woodland Trail Phase 4 Study. 2014</b><br>Evaluated route scenarios and cost estimates to extend the Karen Fraser Woodland Trail from Henderson Boulevard to Tumwater Deschutes Valley Trail near Tumwater Historic Park.  |
|                 | <b>Olympia Woodland Trail Phase 3 study. 2018</b><br>Evaluated route scenarios and cost estimates to extend the Karen Fraser Woodland Trail from Eastside St. to Henderson Boulevard.   |
|                 | <b>West Bay Park Recreation, Trail, and Restoration Analysis Report. 2019</b><br>Evaluated design principles and cost estimates for five West Bay Trail route scenarios.  |
|                 | <b>2022-2028 Parks, Arts, and Recreation Plan. 2022</b><br>Identifies potential trail corridors consistent with TRPC's Regional Trails Plan and several additional corridors that would provide other linkages around the city.   |
|                 | <b>Transportation Master Plan. 2021</b><br>Identifies 20-years of transportation projects including trails, bicycle, and pedestrian facilities  |
| Tenino          | <b>Yelm – Tenino Trail Extension Feasibility Study. 2019</b><br>Evaluated route scenarios to extend the existing Yelm-Rainier-Tenino Trail from Tenino City Park to the Tenino's west City Limits along Old Hwy 99. Cost estimate for the preferred alignment is \$2.2 million.   |
|                 | <b>Gate-Belmore Trail Connectivity Study. 2019</b><br>Evaluated design considerations and phasing implementation for construction of the 12.5-mile Gate Belmore Trail Corridor  |
| Thurston County | <b>Parks, Open Space, and Trails Plan. 2020</b><br>Identifies planning and development needs for county parks and trails  |
|                 | <b>Southwest Thurston County Trail Feasibility Study. 2023</b><br>Evaluated route scenarios, their performance, and cost estimates to plan for a long-term multi-use path from Grand Mound to Rochester, the Gate-Belmore Trail, and the Confederated Tribes of the Chehalis Reservation (funded by TRPC as the Rochester Grand Mound Trail Feasibility Study). |
| Tumwater        | <b>2036 Transportation Master Plan. 2016</b><br>Identifies Tumwater's long-term transportation projects including trails, bicycle, and pedestrian facilities.   |
|                 | <b>2017-2022 Parks, Recreation, and Open Space Plan. 2016</b><br>Identifies the need to complete the Deschutes Valley Trail and to improve neighborhood trail connections to parks, schools, and other facilities.  |
| Yelm            | <b>Parks and Recreation Plan. 2017</b><br>Identifies the eastern expansion of the Prairie Line Trail to the town of Roy in Pierce County.   |

Table 2.9 Public Information Activities

| AGENCY                      | PUBLIC COMMUNICATION ACTIVITIES <sup>1</sup>  | PLANS TO UPDATE <sup>2</sup> | CONTACT <sup>3</sup>  |
|-----------------------------|---|------------------------------|---|
| Lacey                       | City website, social media, and printed communication   | No                           | City website  |
| Olympia                     | City website, recreation brochure, social media, signs. Engage Olympia online tool for projects, e-newsletter.  | No                           | Phone Number  |
| The Evergreen State College | Managed as part of Evergreen Parkway  | No                           | -   |
| Thurston County             | County website covers trailheads and parking availability, ADA accessibility, restrooms, types of activities supported, and courtesy tips. Bulletin boards are at most trailheads. Brochures, posters, and social media. Capital projects included on public works website. | No                           | Phone Number and Public Works Website Comment Submission Form   |
| Tumwater                    | City Website, Facebook, direct email  | No                           | Email address   |
| WSDOT                       | Information about the I-5 trail shown on Lacey Park's website.  | No                           | -   |
| Yelm                        | City website includes information about Yelm trails.  | No                           | Public Works online interactive map and comment submission tool |

<sup>1</sup>Methods of communication to inform the public about trails <sup>2</sup>Agency plans to revise how the public is informed about trails <sup>3</sup>General contact information

### Public Information

Trail users want to learn about trails: where trails can take them, the features they can see, and the activities they can experience. Trail users also need timely awareness of impactful projects or maintenance activities that may result in trail closures and detour routes. Bulletin boards, kiosks, signs, the Thurston County Bicycle Map, brochures, websites, social media, and press releases are affordable and effective tools for trail managers to educate and inform the public about their facilities and operations. Information should be easy to

find. Special attention should be given to QR codes, website links, email addresses, and phone numbers when an agency performs major revisions to its websites. Table 2.9 summarizes trail public information activities supported by the trail managing agencies.

### Utilization

In early 2021, over 1,200 people responded to TRPC's "Connect. Explore. Move. How do you trail?" survey. Most respondents (97 percent) reported they use shared use trails principally for fitness or recreation. Twenty

percent of respondents reported they use trails for commuting to work, school, or errands. Walking (80 percent) and riding a bicycle (nearly 72 percent) are the most popular modes of travel. Thirty-two percent reported they run or jog. Riding a scooter, skating, and riding horseback are other common, but less frequent uses (see the How Do You Trail? Survey Report, TRPC 2021).

With the exception of one working permanent trail counter, there has been no coordinated long-term trail counting activity on the regional trails network. "Big Data"



analytical tools can provide useful estimates of trail traffic in lieu of fixed or temporary trail counters. Big data is collected from a variety of connected GPS devices such as personal vehicles and cell phones, and enables automobile, transit, bicycle, and foot traffic to be measured nearly anywhere, including on multi-use trails, bike lanes, and sidewalks.

In 2022, TRPC acquired a traffic analysis tool and investigated 2021 average daily trail counts for five trail corridors:

- The 21-mile Chehalis Western trail is the most popular trail in the network. The five-mile segment from 26<sup>th</sup> Ave NE to Yelm Hwy SE was the most visited section of the regional trails network.
- In August, the Chehalis Western Trail between 37<sup>th</sup> Ave SE and Yelm Hwy SE experienced peak average daily visits of 492 cyclists and 650 pedestrians.
- The 5-mile Karen Fraser Woodland Trail is the second most popular trail, but its estimated trail volumes are only about one-fifth of the Chehalis Western Trail.

Maps 2.12-2.17 show average daily trail volumes (June through August ) for cyclists and pedestrians for the Chehalis Western, I-5 Bicycle, Karen Fraser, Ralph Munro, and Yelm-Rainier-Tenino trails.

# Map 2.12

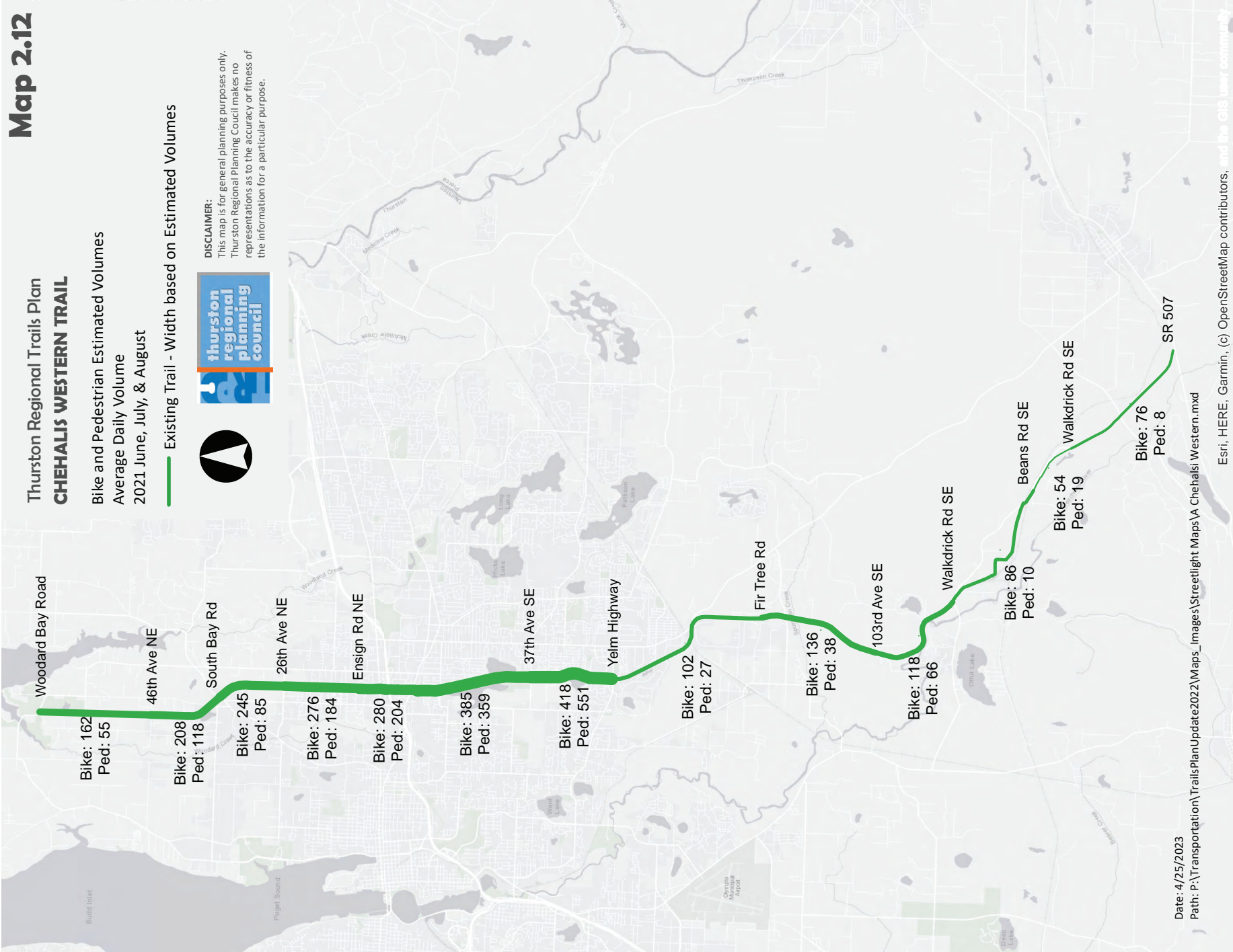
## Thurston Regional Trails Plan CHEHALIS WESTERN TRAIL

Bike and Pedestrian Estimated Volumes  
Average Daily Volume  
2021 June, July, & August

Existing Trail - Width based on Estimated Volumes



**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.



Bike: 162  
Ped: 55

Bike: 208  
Ped: 118

Bike: 245  
Ped: 85

Bike: 276  
Ped: 184

Bike: 280  
Ped: 204

Bike: 385  
Ped: 359

Bike: 418  
Ped: 551

Bike: 102  
Ped: 27

Bike: 136  
Ped: 38

Bike: 118  
Ped: 66

Bike: 86  
Ped: 10

Bike: 54  
Ped: 19

Bike: 76  
Ped: 8

Date: 4/25/2023  
Path: P:\Transportation\TrailsPlanUpdate2022\Maps\_Images\Streetslight Maps\A Chehalis Western.mxd

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# Map 2.13

## Thurston Regional Trails Plan

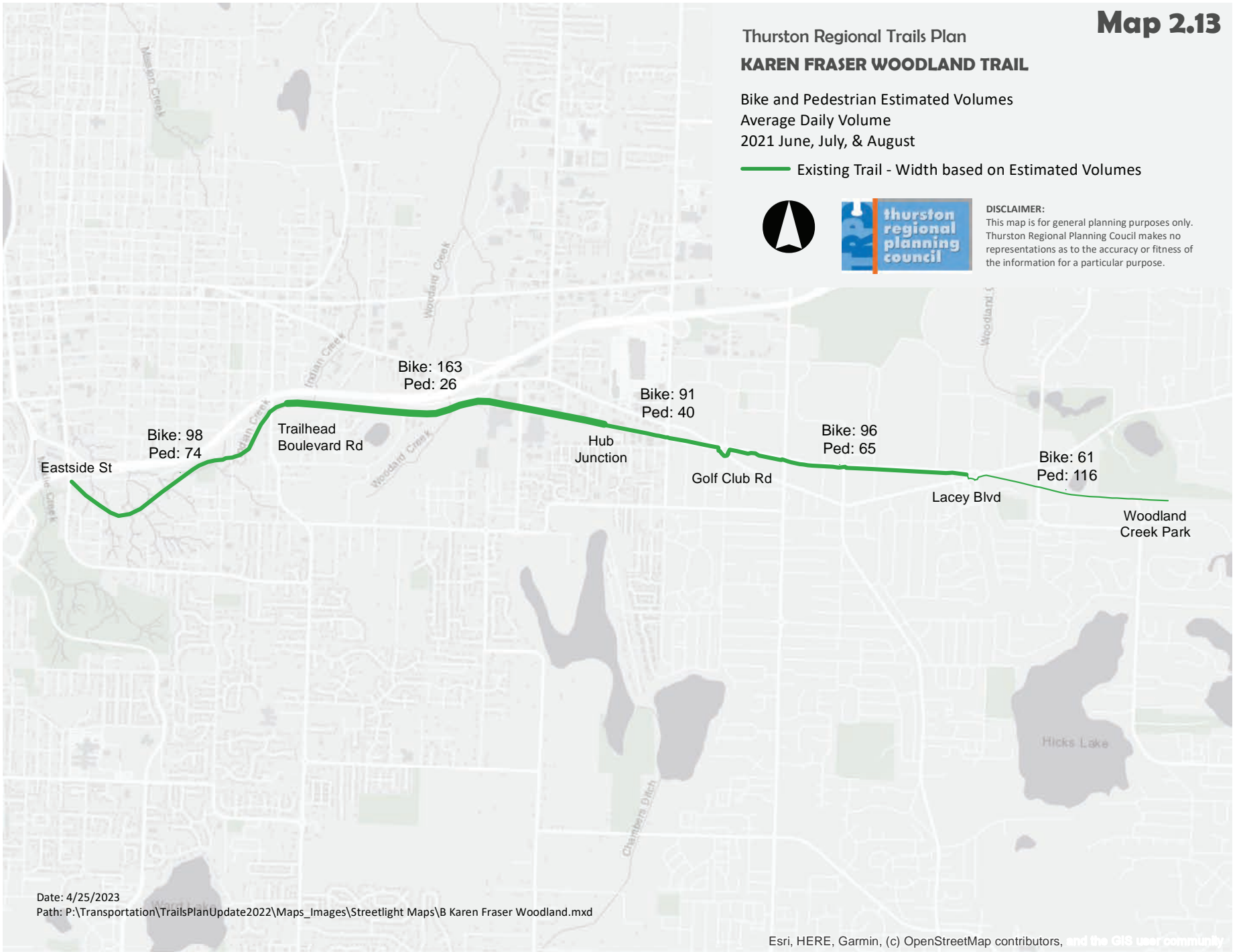
### KAREN FRASER WOODLAND TRAIL

Bike and Pedestrian Estimated Volumes  
Average Daily Volume  
2021 June, July, & August

— Existing Trail - Width based on Estimated Volumes



**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.



Date: 4/25/2023  
Path: P:\Transportation\TrailsPlanUpdate2022\Maps\_Images\Streetlight Maps\B Karen Fraser Woodland.mxd

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# Map 2.14

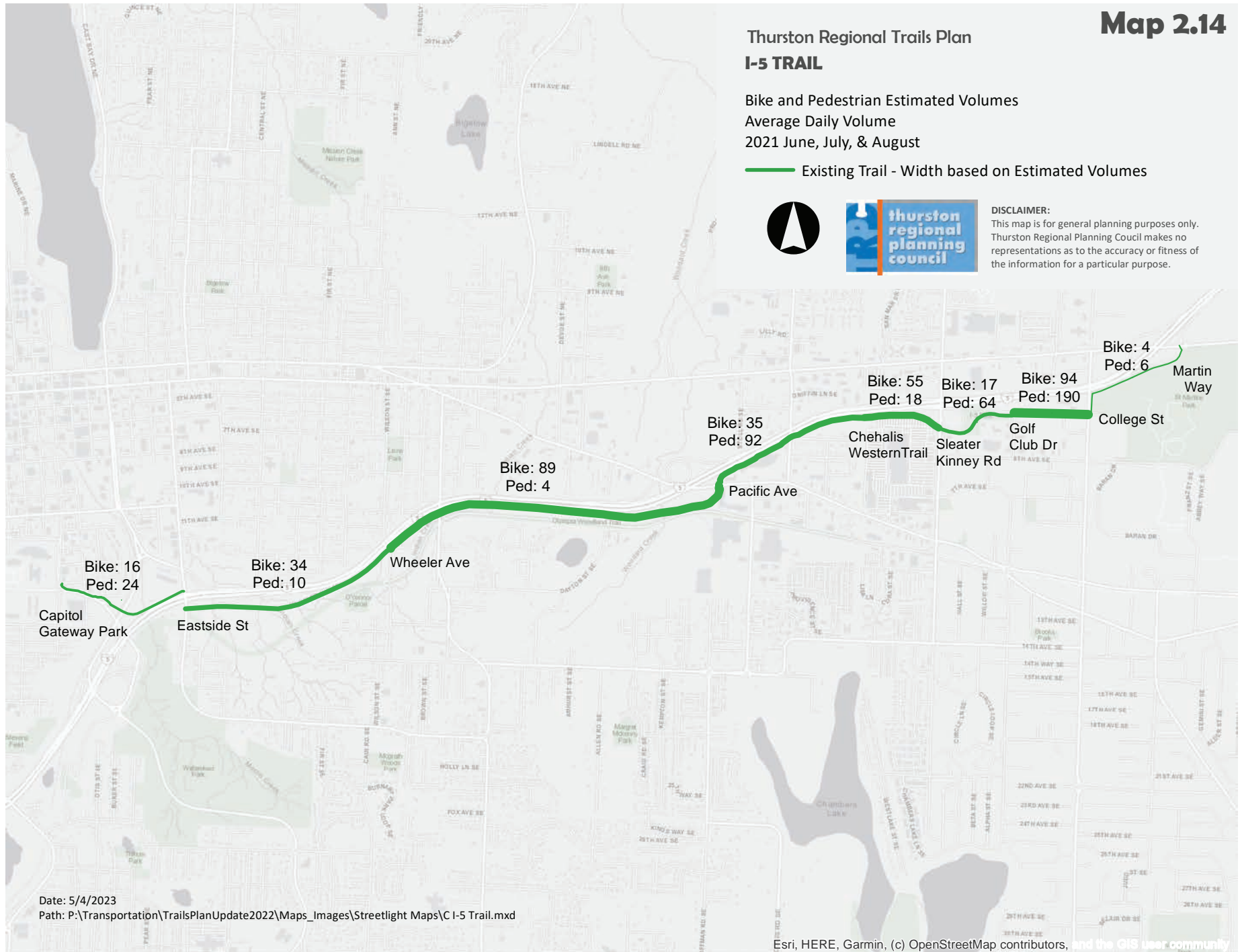
## Thurston Regional Trails Plan I-5 TRAIL

Bike and Pedestrian Estimated Volumes  
Average Daily Volume  
2021 June, July, & August

— Existing Trail - Width based on Estimated Volumes

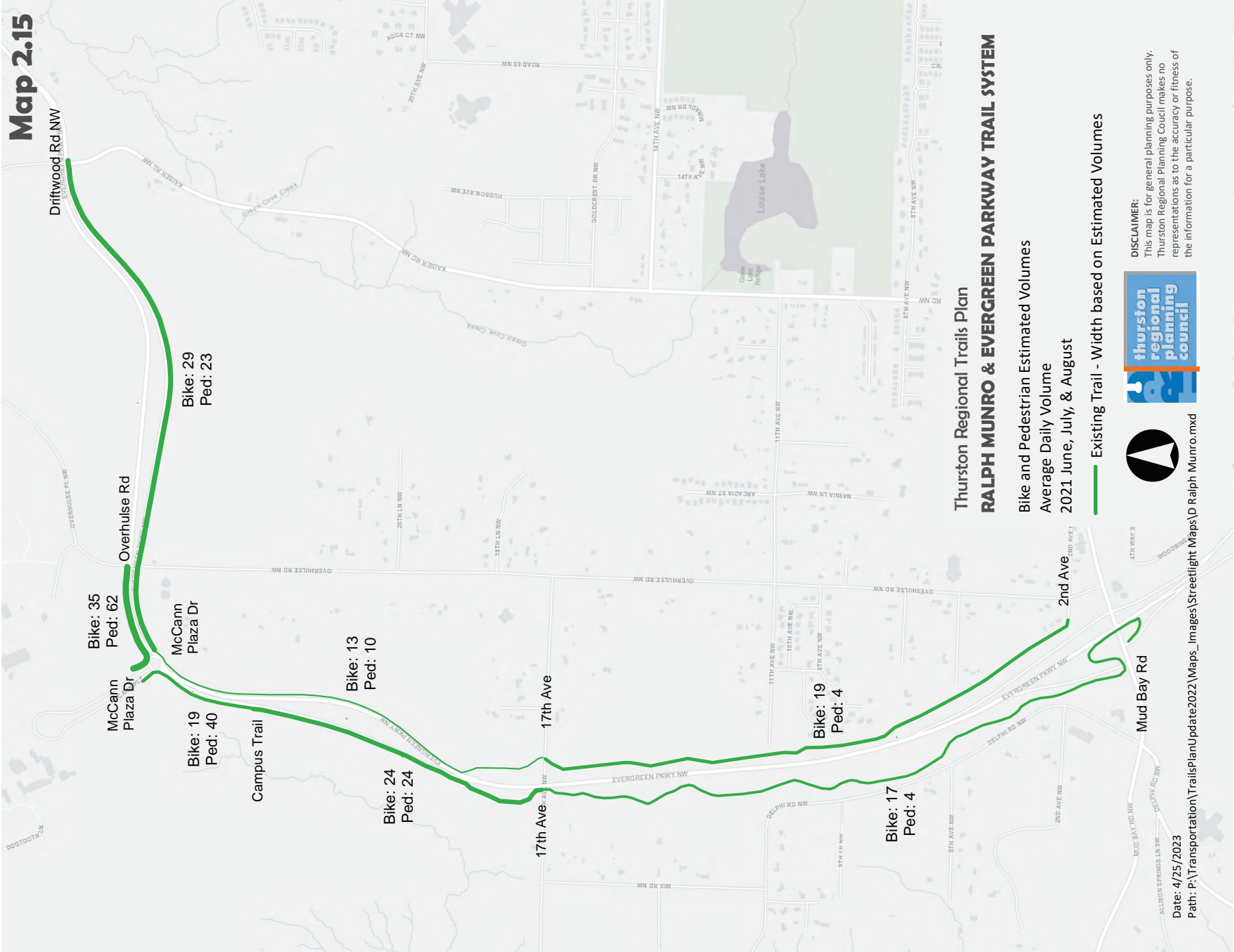


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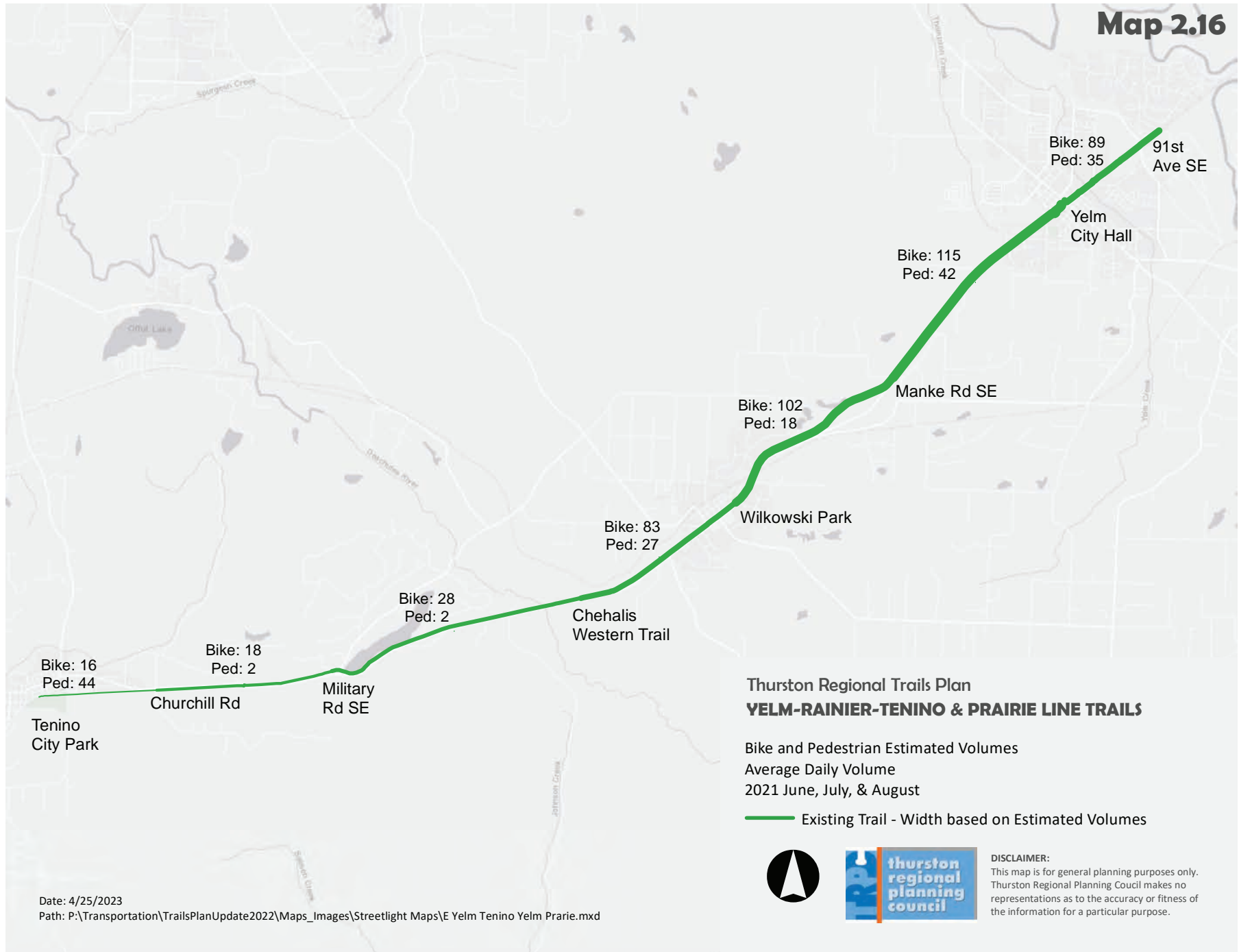


Date: 5/4/2023  
Path: P:\Transportation\TrailsPlanUpdate2022\Maps\_Images\Streetlight Maps\C I-5 Trail.mxd

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Map 2.16







## 3. Vision, Goals, and Policies

Trails provide a variety of benefits, including:

- Healthy communities
- Facilitating a physically active community
- Supporting efficient transportation
- Contributing to economic vitality (connecting for commutes, destinations, and as a draw for tourism)

### Vision

The Thurston region's trails network is first-rate, accessible, expandable, and effectively maintained. The network provides safe and enjoyable recreation and active transportation for all users, connecting all Thurston County communities.

***“Trails consolidate and connect communities, rather than encourage them to expand and fragment.”***

*—David Burwell, President,  
Rails-to-Trails Conservancy, 1997*



*The regional trails network is accessible and expandable, effectively connecting communities, destinations, and other transportation facilities.*



## Goals & Policies

Goals and policies translate the region's vision into a more detailed framework for trail decision-making at all levels of government. Thirty-three policies in the plan address these five goals for trail planning and implementation:

1. A Connected and Accessible Network
2. A User-Friendly Network
3. A Safe and Secure Experience
4. A Collaborative Effort
5. A Well-Maintained Network

### A Connected and Accessible Network

- 1.a Develop and maintain trails so that every community in Thurston County is connected to the regional trails network.
- 1.b Connect existing and future schools and colleges, residential developments, senior living facilities, employment sites, parks, open spaces, and public and commercial services adjacent to and nearby to the regional trails network.

- 1.c When feasible, acquire abandoned railroad rights-of-way (ROWs) to expand the regional trails network.
- 1.d Connect the regional trails network to sidewalks, bicycle facilities, transit services, park and ride lots, local roads, and other multimodal transportation facilities.
- 1.e Connect the regional trails network to improve accessibility to neighborhoods with a higher proportion of households that are low-income, racially diverse, or have disabilities affecting mobility.
- 1.f Connect the regional trails network to trails and multimodal facilities in adjacent counties.
- 1.g Build trails in an environmentally sensitive manner, protecting water resources and native fish and wildlife habitat while balancing the needs of the public for trail corridors that must traverse these critical areas.

**A User-Friendly Network**

- 2.a Design trails and associated facilities on the regional network for users of all abilities and levels of experience. Meet the Americans with Disabilities Act (ADA) standards.
- 2.b Design trails and associated facilities on the regional network to support different forms of activity such as walking, running, bicycling, skating, and equestrian use where appropriate.
- 2.c Design trail widths to accommodate and account for future design needs.
- 2.d Incorporate art on trails to enhance user experience and placemaking.
- 2.e Provide navigation and wayfinding signage at trailheads, decision points, and on the regional trails network to help users identify their location, trail manager contact information, important destinations, junctions, and other connectors.
- 2.f Guided by Washington state law, allow e-bikes on the regional trails network.
- 2.g Provide a consistent user experience across the regional trails network, regardless of the managing trail agency.
- 2.h Treat supportive trail infrastructure as an essential part of the network's development.

*The regional trails network  
functions well for different  
types of users.*





*The regional trails network is safe and secure for all who use, operate, and maintain it.*

## SAFE ACCESS TO THE TRAIL NETWORK

In neighborhoods and streets near the trails network, improving access to the trails network for burdened populations (Policy 1.5) relies on jurisdictions making investments in sidewalks and bicycle lanes. These essential facilities provide a safe way for users to access the trail without having to drive a vehicle.

In 2023, the City of Olympia began improving Fones Road to include sidewalks and bicycle lanes. For residents living in this neighborhood, accessing the Karen Fraser Woodland Trail will become easier and open up new options for accessing businesses, jobs, and recreation opportunities.

### A Safe and Secure Experience

- 3.a Manage the speed of users on the regional trails network.
- 3.b Mitigate existing and avoid potential natural hazards on the regional trails network.
- 3.c Use best practices in trail design to define useable spaces physically or symbolically to manage access to and from the trails network.
- 3.d Develop and maintain the regional network so emergency personnel can readily respond to incidents on trails.
- 3.e Minimize trail closures, provide safe alternate routes when possible, and supply timely information to the public on any trail closures or detours on the regional network.
- 3.f Consider how lighting at key locations can mitigate safety issues.
- 3.g Provide a single point of contact for users to report unsafe trail conditions.

**A Collaborative Effort**

- 4.a Support programs that encourage use of the regional trails network for recreation and transportation.
- 4.b Foster regional collaboration among tribal, state, and local trail managers who maintain, plan, finance, and develop trail facilities.
- 4.c Recognize the regional trails network as part of the transportation system.
- 4.d Support compatible economic development opportunities associated with trail use such as tourism and business access.
- 4.e Recognize that developing trails on the regional network typically includes five phases: conducting a trail feasibility study, acquiring funding, performing design and engineering, acquiring right-of-way, and construction.
- 4.f Engage trail users and the public in developing the regional trail network.



*Trail managing agencies  
work collaboratively to  
build and maintain the  
regional network.*





*The regional trails network is well-maintained in a cost-effective manner.*

## ROOT OF THE MAINTENANCE PROBLEM

One of the biggest life cycle costs impacting a trail's surface is root damage. Consideration should be given to ways to prevent and mitigate root damage to reduce life cycle costs. This could include installing root barriers (especially when a trail is repaired for this issue), maintaining brush clearing schedules, and planting trees a sufficient distance from the trail.

### A Well-Maintained Network

- 5.a Maintain the regional trails network to function as a key transportation asset.
- 5.b Enable stewardship opportunities for maintenance and promotion of the regional trails network.
- 5.c Ensure trail resurfacing materials and repair work is compatible with all permissible trail modes of activity or travel.
- 5.d Develop trails so that maintenance costs are minimized, and the life cycle of the trail is extended.
- 5.e Establish a year-round trail clearing schedule to account for seasonal needs.

# Trails Connect



# Communities



***“A first-rate trails system can only be created by people.”***

*–President’s Commission on American Outdoors, Americans and the Outdoors, 1987*

## 4. Recommendations

### Policy-Connected Recommendations

Linked to the plan’s five goals, this plan includes 34 policy-connected recommendations for improving the regional trails network.

#### Connections to Plan Goals

- Goal 1: A Connected and Accessible Network
- Goal 2: A User-Friendly Network
- Goal 3: A Safe and Secure Experience
- Goal 4: A Collaborative Effort
- Goal 5: A Well-Maintained Network

#### Timing

Implementation of the policy-connected recommendations will occur as the trail managing agencies prioritize and program projects for their jurisdiction, secure funding for projects and programs, and advance trail projects from feasibility study to design, right-of-way, and construction phases. The recommendations include three timelines:

1. Near-term: Projects to be implemented within five years
2. Long-term: Projects to be implemented within five to 20 years.
3. Ongoing: Projects that require regular activity, monitoring, and evaluation.



### **Leads**

The recommendations identify primary leads. Since the various trail managing agencies and jurisdictions manage trails differently, responsibility may fall within a public works department or a parks department. The plan recommends that all appropriate staff within a jurisdiction be involved in trail planning and management – including transportation, recreation, enforcement, planning, and communications departments.

### **Partners**

Other agencies play a role in supporting the planning, development, and operations of trails. The recommendations suggest partners to assist the leads in implementing the recommendations.

### **Level of Effort**

Cost estimate to implement the recommendations are defined as:

- **Low:** Less than \$100,000 – planning projects and small construction projects such as the production and installation of milepost markers, signs, bollards, and the construction of short neighborhood pathway connections
- **Medium:** \$100,000 to \$500,000 – more complex planning, design, and engineering phases, small trail re-paver projects, and more complex neighborhood connector projects
- **High:** Greater than \$500,000 – larger capital projects such as construction of new trail segments, new restrooms, bridges, and culvert replacements

### Goal 1: A Connected and Accessible Network

The plan identifies new trail corridors and extensions to existing trails. Both new trail corridors and extensions vary in their level of implementation readiness. Routes that have undergone a feasibility study or are in existing plans for future development are “planned trails” and should be prioritized for implementation. Conceptual and proposed trails require further evaluation and planning to validate their feasibility before they can proceed to implementation. There are opportunities to connect existing trails to neighborhoods and commercial areas to improve access to the trail network and increase options for recreation and transportation.

| ID  | Recommendation   | Timing              | Lead  | Level of Effort | Partners  |
|-----|--|---------------------|---|-----------------|---|
| 1.1 | Commit to prioritizing and constructing the planned trails in the <i>Thurston Regional Trails Plan</i> .   | Near- and Long-term | Trail Managing Agencies and Jurisdictions     | High            | TRPC, Washington State Department of Transportation (WSDOT), Recreation Conservation Office (RCO), and other grant agencies |
| 1.2 | Conduct studies to evaluate the feasibility and cost estimates for conceptual and proposed trails in the <i>Thurston Regional Trails Plan</i> . Prioritize studies for routes in public ownership and routes for areas that lack parks and open space. | Near- and Long-Term | Trail Managing Agencies and Jurisdictions     | Medium          | TRPC and WSDOT  |
| 1.3 | Actively pursue a variety of grant programs and other mechanisms to fund trail network investments and programs.   | Ongoing             | Trail Managing Agencies                       | Low             | TRPC and WSDOT  |
| 1.4 | As part of the development/design review process, require Americans with Disabilities (ADA) accessible connections between commercial, residential, educational, and transportation projects, where applicable, to existing and future trails.         | Ongoing             | Planning, Public Works, and Parks Departments | Low to Medium   | Transit Providers, School Districts, and Developers   |
| 1.5 | Use the Thurston Thrives Community Design Action Team’s trail access assessment map tool as a baseline for evaluating and constructing pathway retrofits between existing development and trails that improve active transportation connectivity.*     | Ongoing             | Trail Managing Agencies and TRPC              | Low to Medium   | TRPC, Thurston Thrives Community Design Action Team, community service organizations, and volunteers                        |
| 1.6 | In areas not served by sidewalks, bicycle lanes, or transit services, plan for and construct additional parking to meet trail visitors’ demand and to mitigate unsafe and nuisance parking conditions.   | Near- and Long-term | Trail Managing Agencies                       | Medium          | TRPC  |

\* <https://trpc.maps.arcgis.com/apps/MapSeries/index.html?appid=5b0a9df67e0d45efb19d81ee7a3628b3>

| ID  | Recommendation  | Timing    | Lead   | Level of Effort | Partners & Role  |
|-----|---|-----------|--|-----------------|--|
| 2.1 | Publish and maintain up-to-date online information about existing shared-use trails: maps, areas of interest, parking locations, distance, and available trail-supportive facilities.                           | Ongoing   | Trail Managing Agencies and Jurisdictions                  | Low             | TRPC – Modifications to Thurston County Bicycle Map  |
| 2.2 | Plan for and widely publicize notices on pending trail maintenance and construction activity closures. Identify safe detour routes, wherever possible, to minimize disruptions to trail users.                  | Ongoing   | Trail Managing Agencies and Community Outreach Specialists | Low             | Partnering Trail Managing Agencies, Intercity Transit, TRPC, and others for outreach         |
| 2.3 | Post trail rules, permitted uses, and emergency and maintenance contact information at all trailheads and near all high-use entry areas.  | Near-Term | Trail Managing Agencies and Jurisdictions                  | Low             |  |
| 2.4 | Install milepost markers every one-quarter mile and wayfinding signage at trail decision points to aid users with navigation.   | Near-Term | Trail Managing Agencies and Jurisdictions                  | Low             | Community service organizations and volunteers   |
| 2.5 | Inventory and assess the regional trail network's existing trail-supportive facilities such as signs, viewing areas, seating, bicycle parking, equestrian uses, drinking water, restrooms, and safety lighting. | Near-Term | Trail Managing Agencies                                    | Low to Medium   | TRPC, community service organizations, and volunteers  |
| 2.6 | Where needed, plan for and construct interpretive signs, viewing areas, seating, bicycle parking, equestrian uses, drinking water, restrooms, safety lighting, and other trail-supportive facilities.           | Long-Term | Trail Managing Agencies                                    | Low to High     | Community service organizations and volunteers   |
| 2.7 | Create an appealing brand for the trail network to promote its awareness and use among community members and visitors.  | Near-Term | Trail Managing Agencies and Jurisdictions                  | Low to Medium   | Experience Olympia and Beyond, South Thurston County communities, businesses, and the public |

### Goal 2: A User Friendly Network

An established shared-use trail network should be user friendly. Existing and prospective trail users want accurate and accessible information to help plan trail visits. Users want to know what they can experience in terms of trail lengths, features, attractions, and destinations. Users need to know the locations for designated vehicle parking. Information about hours of use, trail rules, and important conditions that may affect their trip should be well publicized at trail heads, major access points, and online.

**Goal 3: A Safe and Secure Experience**

Trail users risks for bodily injury or property damage from trail hazards, reckless trail behavior from other users, and threatening or criminal activity should always be low. While most people recognize that accidents occur, they expect those responsible for operating the trails to mitigate or effectively respond to increasing risks as they arise. Users should have clear guidance on who they should report to if problems occur.

\*RCW 46.61.710: (Mopeds, EPAMDs, motorized foot scooters, personal delivery devices, electric-assisted bicycles, class 1 electric-assisted bicycles, class 2 electric-assisted bicycles, class 3 electric-assisted bicycles— General requirements and operation).

\*\*Rules could be implemented in a trial manner for a six-month-to-one-year period for evaluation and modification before final adoption.

| ID  | Recommendation   | Timing                | Lead   | Level of Effort | Partners  |
|-----|--|-----------------------|--|-----------------|---|
| 3.1 | Implement low-cost street crossing safety improvements such as vegetation and parking control, signage, pavement markings, and roadway rumble strips.  | Ongoing               | Trail Managing Agencies  | Low             | Affected communities, stakeholders, and trail users   |
| 3.2 | Conduct trail/street crossing studies and implement safety crossing improvements such as mid-block refuges and/or user-activated flashing beacons at hazardous locations with high vehicle traffic, high vehicle speeds, or limited site distance. | Near-Term             | Trail Managing Agencies and WSDOT  | Medium to High  | Affected communities, stakeholders, and trail users   |
| 3.3 | Publish emergency contact information at all trailheads and popular trail access points. Maintain working website links for all QR coded signs.  | Near Term             | Trail Managing Agencies  | Low             | Emergency services  |
| 3.4 | Create and maintain an assortment of visual trail safety communication toolkits that are readily available for distribution through trail partner and communications networks.   | Ongoing               | Trail Managing Agencies, Public Information Officers, Public Works, Parks, Police, TRPC, and Intercity Transit | Low             | News media, schools, colleges, worksites, Timberland Regional Library, and other stakeholders |
| 3.5 | Develop and offer youth and adult bicycling skills workshops through community recreation programs and other established curriculums.  | Near-Term and Ongoing | Intercity Transit Walk N Roll and Parks and Recreation Departments   | Low             | Bicycle Shops, Boys and Girls Clubs, School PE Programs, and Safe Kids Thurston County        |
| 3.6 | Establish, adopt, and publish a regional joint rule for the operation of electric-assisted bicycles and electric foot scooters on the trail network in conformance with RCW 46.61.710*. **   | Near-Term             | Trail Managing Agencies and Law Enforcement  | Low             |   |
| 3.7 | Establish, adopt, and publish a regional joint rule for an advisory posted speed limit throughout the trail network.**   | Near-Term             | Trail Managing Agencies and Law Enforcement  | Low             |   |

| ID  | Recommendation  | Timing                | Lead   | Level of Effort | Partners  |
|-----|---|-----------------------|--|-----------------|---|
| 4.1 | Accept the Thurston Regional Trails Plan and incorporate its goals, policies, and recommendations into relevant plans and programs.   | Near-Term             | Trail Managing Agencies  | Low             | Cities and County   |
| 4.2 | Establish a standing Regional Trails Advisory Workgroup to coordinate on Regional Trails Plan implementation.   | Near-Term and Ongoing | TRPC   | Low             | Trail Managing Agencies and other stakeholders  |
| 4.3 | Convene an annual trail planning meeting with a broad set of stakeholders to promote awareness and support for the region's trail network.  | Near-Term and Ongoing | TRPC and Trail Managing Agencies                                   | Low             | Local, state, and tribal governments, non-profit organizations, and rail advocacy groups                  |
| 4.4 | Establish a clearly defined "Trail Network / System" and explore joint management, maintenance, funding models, and update existing agreements or develop other agreements to support system needs.   | Near-Term and Ongoing | Trail Managing Agencies Jurisdictions and TRPC                     | High            | Trail organizations and the public  |
| 4.5 | Identify and communicate emerging liability or other legal issues about shared trail operations and maintenance. Partner with other agencies and trail organizations to develop joint solutions. Seek legislative relief, if necessary, to resolve problems.                | Ongoing               | Trail Managing Agencies and Other Jurisdictions                    | Medium - High   | Legal staff and Legislators   |
| 4.6 | Maintain communications and collaboration with trail managers in neighboring Tribes, counties, and state agencies about inter-county and cross-state trail opportunities and share data with the Washington State Recreation Conservation Office Statewide Trails Database. | Ongoing               | TRPC, Trail Managing Agencies, WSDOT, RCO, and other Jurisdictions | Low -Medium     | MPO/RTPO, transit and other providers in neighboring communities and counties                             |
| 4.7 | Create inclusive processes with diverse stakeholder representation during all phases of planning, operations, and project selection to strive for a trail network that serves community members' needs, regardless of their age, socioeconomic situation, or abilities.     | Ongoing               | Trail Managing Agencies  | Medium - High   | Individual community members, members of groups, and consultation with equity committee members or staff. |

#### Goal 4: A Collaborative Effort

A multi-agency shared-use trail network requires sustained relationships and partnerships to achieve mutual objectives. A collaborative effort should focus on how the trail network can best serve the needs of the community today and in the future with the resources that are available. Collaboration should be multi-disciplinary and involve a range of stakeholders who develop it, operate it, use it, and may be impacted by it.

### Goal 5: A Well-Maintained Network

A well-maintained trail network is necessary to support its user-friendly and safety conditions. Trail users desire trail surfaces, shoulders, landscaping, and trail supportive facilities to be serviceable and free of problems that could adversely impact their trail experience or cause harm or injury. This involves both routine maintenance visits to support daily levels of service and long-term asset management planning to preserve or restore a trail corridor's facilities over its lifecycle.

\*5.3 would be supported by fulfilling 5.1

| ID  | Recommendation   | Timing                | Lead                                      | Level of Effort | Partners  |
|-----|--|-----------------------|---|-----------------|---|
| 5.1 | Assess the condition of trail pavement, bridges, tunnels, and other trail related facilities and develop asset management plans for long-term and cost-effective preservation strategies.  | Near-Term and Ongoing | Trail Managing Agencies                   | Medium-High     |   |
| 5.2 | Create opportunities for the public to participate in trail stewardship and enhancement activities such as landscaping maintenance, litter clean up, installation of seating, and establishing viewing areas through community involvement such as "adopt a trail," scouting, and military partnership programs. | Near-Term and Ongoing | Trail Managing Agencies                   | High            | Community Organizations and volunteers                              |
| 5.3 | Evaluate the effectiveness of establishing a funding set-aside of federal Surface Transportation Block Grant or Transportation Alternatives for funding trail network pavement preservation projects.*   | Near-Term             | TRPC and Trail Managing Agencies          | Low             | Technical Advisory Committee and Transportation Policy Board        |
| 5.4 | Explore joint agency agreements to increase efficiency of trail maintenance needs across the network such as sharing equipment and rotating scheduled responsibility for routine maintenance.  | Ongoing               | Trail Managing Agencies and Jurisdictions | Medium          | TRPC, Technical Advisory Committee, and Transportation Policy Board |
| 5.6 | Evaluate alternatives for the useability, maintenance, and alignment of the I-5 Bicycle Trail from the Chehalis Western Trail to Boulevard Road to resolve chronic maintenance and safety deficiencies.  | Near-Term             | City of Olympia and WSDOT                 | Medium          | City of Lacey, Thurston County, and TRPC                            |
| 5.7 | Update the Thurston Regional Trails Plan every five years.   | Near-Term             | TRPC                                      | Medium          | Trail Managing Agencies and stakeholders                            |

# Project Recommendations

TRPC coordinated with trail managing agencies to gather and compile information about their near- to long-term trail projects (20+ year planning horizon). The projects included in this section are either projects provided by trail managing agencies or identified network gaps that, if completed, help create a connected and regional trails network.

## Project Types

This section includes two types of trail projects:

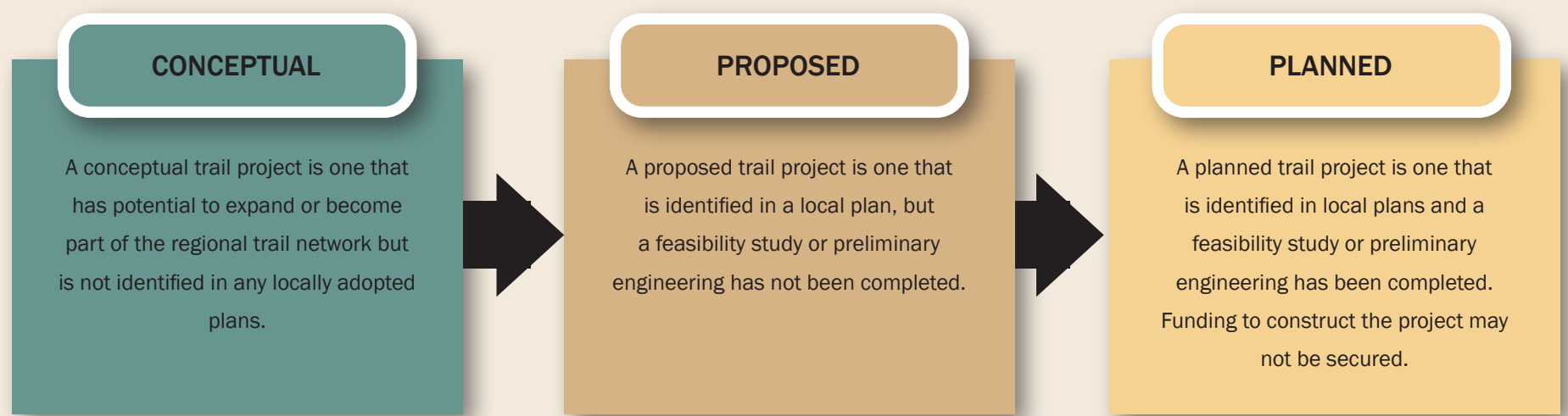
1. New Trail Corridors & Trail Extensions – Projects that expand the regional trail system with new corridors or extensions to existing corridors.
2. Trail System Enhancements – Projects such as street crossing improvements, ADA accessibility improvements, new trailheads or trailhead improvements.

Table 4.1 – organized by trail corridor – provides general project information including the trail planning agency, the status of the project (Figure 4.1), a project identification number that orients the reader to the projects on Maps 4.1 and 4.2, and a planning horizon. Table 4.2 - organized by trail managing agency - shows the status of existing and planned trails. Appendix A contains more detail on these projects, also organized by trail corridor. For the most up-to-date information, please contact the trail planning agency.

Project recommendations will add:

- Approximately 110 miles of new shared use trails
- Four trailheads
- Five street crossing improvements
- One restroom

**Figure 4.1 Understanding Conceptual, Proposed, and Planned Trail Projects**





**Table 4.1 New Trail Corridors, Trail Extensions, & System Enhancements**

| Project Name  | Trail Planning Agency              | Status     | Project ID | Planning Horizon |
|---|------------------------------------|------------|------------|------------------|
| <b>1 Southwest County Trail System</b>                            |                                    |            |            |                  |
| Gate-Chehalis Reservation Connector                               | Thurston County                    | Proposed   | 1A         | 20+ years        |
| Rochester Grand Mound Trail                                       | Thurston County                    | Proposed   | 1B         | 0-20 years       |
| Power Line Trail  | Thurston County                    | Conceptual | 1C         | 20+ years        |
| <b>2 Capitol Lake to Belmore Trail Corridor</b>                   |                                    |            |            |                  |
| Percival Canyon-West Bay Link Trail                               | DES                                | Proposed   | 2A         | 20+ Years        |
| Percival Canyon Trail   | City of Olympia                    | Conceptual | 2B         | 20+ Years        |
| Black Lake Trail  | Olympia, Thurston County, Tumwater | Conceptual | 2C         | 20+ Years        |
| <b>3 Chehalis Western Trail Corridor</b>                          |                                    |            |            |                  |
| Rainier Extension   | Thurston County                    | Proposed   | 3C         | 20+ Years        |
| Trailhead: Fir Tree Road  | Thurston County                    | Planned    | 3B         | 0-20 years       |
| <b>4 Deschutes Valley Trail Corridor</b>                          |                                    |            |            |                  |
| Tumwater Valley Drive Extension                                   | City of Tumwater                   | Planned    | 4A         | 2026             |
| Pioneer Park Extension  | City of Tumwater                   | Planned    | 4B         | 20+ Years        |
| <b>5 Tumwater to Downtown Olympia Union Pacific Line Corridor</b> |                                    |            |            |                  |
| Downtown Olympia Railroad Trail                                   | City of Olympia                    | Conceptual | 5A         | 20+ Years        |
| East Olympia Trail  | City of Tumwater, Thurston County  | Conceptual | 5B         | 20+ Years        |
| BPA Shared Use Path   | City of Tumwater                   | Conceptual | 5C         | 20+ Years        |
| Fir Tree Road Extension   | n/a                                | Conceptual | 5D         | 20+ Years        |
| <b>6 Gate to Belmore Trail Corridor</b>                           |                                    |            |            |                  |
| 66th Avenue SW to 88th Avenue SW Trail                            | Thurston County                    | Planned    | 6A         | 0-20 years       |
| 88th Avenue SW to 128th Avenue SW Trail                           | Thurston County                    | Planned    | 6B         | 0-20 years       |
| Littlerock to Glacial Heritage Trail                              | Thurston County                    | Planned    | 6C         | 20+ years        |
| Glacial Heritage Trail  | Thurston County                    | Planned    | 6D         | 2024             |
| Glacial Heritage to Gate Trail                                    | Thurston County                    | Planned    | 6E         | 20+ years        |
| <b>7 Capitol to Capitol/Grass Lake Trail Corridor</b>             |                                    |            |            |                  |
| Grass Lake Trail: Kaiser Road to Harrison Avenue                  | City of Olympia                    | Planned    | 7B         | 2024             |
| Grass Lake Trail: Cooper Point Connection                         | City of Olympia                    | Proposed   | 7C         | 20+ years        |
| Yauger Park Trail: Harrison Avenue Connection                     | City of Olympia                    | Planned    | 7E         | 0-20 years       |
| Yauger Park Trail: Cooper Point Connection                        | City of Olympia                    | Planned    | 7F         | 20+ years        |
| Capitol to Capitol Trail  | n/a                                | Conceptual | 7G         | 20+ years        |
| Trailhead: Kaiser Road  | City of Olympia                    | Planned    | 7A         | 2024             |
| Street Crossing Improvement: Harrison Avenue                      | City of Olympia                    | Planned    | 7D         | 0-20 years       |

| Project Name   | Trail Planning Agency  | Status     | Project ID | Planning Horizon |
|--|------------------------|------------|------------|------------------|
| <b>8 I-5 Bicycle Trail Corridor</b>                        |                        |            |            |                  |
| Martin Way to Marvin Road Extension                        | WSDOT                  | Proposed   | 8C         | 20+ years        |
| Nisqually Delta Crossing                                   | WSDOT                  | Proposed   | 8D         | 0-20 years       |
| Street Crossing Improvement: Eastside Street               | City of Olympia        | Planned    | 8A         | 2024             |
| Street Crossing Improvement: Boulevard Road                | City of Olympia        | Planned    | 8B         | 2023             |
| <b>9 Karen Fraser Woodland Trail Corridor</b>              |                        |            |            |                  |
| Olympia Phase 4 Extension Henderson to Tumwater            | City of Olympia        | Planned    | 9A         | 20+ years        |
| Olympia Phase 3 Extension Eastside to Henderson            | City of Olympia        | Planned    | 9B         | 0-20 years       |
| Lacey Phase 3 Extension                                    | City of Lacey          | Proposed   | 9E         | 0-20 years       |
| Street Crossing Improvement: Fones Road                    | City of Olympia        | Planned    | 9C         | 2024             |
| Trailhead: Lacey Depot Park                                | City of Lacey          | Planned    | 9D         | 2026             |
| <b>10 Ralph Munro &amp; Evergreen Parkway Trail System</b> |                        |            |            |                  |
| Highway 101 Trail  | City of Olympia, WSDOT | Proposed   | 10A        | 20+ years        |
| <b>11 SR 510 Bike Path</b>                                 |                        |            |            |                  |
| SR 510 Phase 2 Extension                                   | WSDOT                  | Planned    | 11A        | 2024             |
| <b>13 West Bay Trail Corridor</b>                          |                        |            |            |                  |
| Schneider Hill Road Extension                              | City of Olympia        | Proposed   | 13A        | 20+ years        |
| 5th Avenue Extension                                       | City of Olympia        | Planned    | 13B        | 0-20 years       |
| Heritage Park Connection                                   | City of Olympia        | Planned    | 13C        | 0-20 years       |
| <b>14 Prairie Line Trail Corridor</b>                      |                        |            |            |                  |
| Yelm Extension   | City of Yelm           | Planned    | 14B        | 0-20 years       |
| Roy Extension  | Pierce County          | Conceptual | 14C        | 20+ years        |
| Yelm Prairie Line Trail Overpass                           | City of Yelm           | Planned    | 14A        | 20+ years        |
| <b>15 Yelm-Rainier-Tenino Trail System</b>                 |                        |            |            |                  |
| Crowder Road Extension                                     | City of Tenino         | Planned    | 15A        | 2024             |
| West Tenino Extension                                      | City of Tenino         | Planned    | 15B        | 0-20 years       |
| Bucoda Extension   | Thurston County        | Planned    | 15C        | 20+ years        |
| Grand Mound Extension                                      | n/a                    | Conceptual | 15F        | 20+ years        |
| <b>16 Lacey to Yelm Trail Corridor</b>                     |                        |            |            |                  |
| Lacey-Yelm Connector Trail                                 | n/a                    | Conceptual | 16         | 20+ years        |
| Street Crossing Improvement: SR 507                        | Thurston County        | Planned    | 15D        | 20+ years        |
| Restroom: Wilkowski Park Restroom Replacement              | Thurston County        | Planned    | 16E        | 2024             |

**Table 4.2 Trails by Status and Lead Agency**

| Lead Agency   | Status in Miles |             |             |             |              |
|---|-----------------|-------------|-------------|-------------|--------------|
|   | Existing        | Planned     | Proposed    | Conceptual  | Total        |
| <b>Trail Segments</b>                                     |                 |             |             |             |              |
| <b>City of Lacey Total</b>                                | <b>3.2</b>      | <b>0.0</b>  | <b>3.0</b>  | <b>0.0</b>  | <b>6.2</b>   |
| Karen Fraser Woodland Trail Corridor                      | 3.2             |             | 3.0         |             | 6.2          |
| <b>City of Olympia Total</b>                              | <b>2.2</b>      | <b>3.1</b>  | <b>2.6</b>  | <b>5.9</b>  | <b>13.8</b>  |
| Capitol Lake to Belmore Trail Corridor                    |                 |             | 0.6         | 1.5         | 2.1          |
| Capitol to Capitol/Grass Lake Trail Corridor              |                 | 1.4         | 0.2         | 2.4         | 4.0          |
| Karen Fraser Woodland Trail Corridor                      | 2.0             | 1.0         |             |             | 3.0          |
| Ralph Munro & Evergreen Parkway Trail System              |                 |             | 1.2         |             | 1.2          |
| Tumwater to Downtown Olympia Union Pacific Line Corridor  |                 |             |             | 2.0         | 2.0          |
| West Bay Trail Corridor                                   | 0.2             | 0.7         | 0.7         |             | 1.6          |
| <b>City of Tenino Total</b>                               | <b>0.6</b>      | <b>1.8</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>2.4</b>   |
| Yelm-Rainier-Tenino Trail System                          | 0.6             | 1.8         |             |             | 2.4          |
| <b>City of Tumwater Total</b>                             | <b>0.8</b>      | <b>3.1</b>  | <b>0.0</b>  | <b>9.2</b>  | <b>13.1</b>  |
| Capitol Lake to Belmore Trail Corridor                    |                 |             |             | 3.0         | 3.0          |
| Deschutes Valley Trail                                    | 0.8             | 2.5         |             |             | 3.3          |
| Karen Fraser Woodland Trail Corridor                      |                 | 0.7         |             |             | 0.7          |
| Tumwater to Downtown Olympia Union Pacific Line Corridor  |                 |             |             | 6.1         | 6.1          |
| <b>City of Yelm Total</b>                                 | <b>1.4</b>      | <b>1.4</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>2.8</b>   |
| Prairie Line Trail Corridor                               | 1.4             | 1.4         |             |             | 2.8          |
| <b>Pierce County Total</b>                                | <b>0.0</b>      | <b>0.0</b>  | <b>2.3</b>  | <b>0.0</b>  | <b>2.3</b>   |
| Prairie Line Trail Corridor                               |                 |             | 2.3         |             | 2.3          |
| <b>The Evergreen State College</b>                        | <b>3.3</b>      | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>3.3</b>   |
| Evergreen Parkway Bicycle and Pedestrian Trail            | 3.3             |             |             |             | 3.3          |
| <b>Thurston County Total</b>                              | <b>39.1</b>     | <b>17.3</b> | <b>15.6</b> | <b>27.3</b> | <b>99.4</b>  |
| Capitol to Capitol/Grass Lake Trail Corridor              |                 |             |             | 15.2        | 15.2         |
| Chehalis Western Trail                                    | 21.1            |             | 3.1         |             | 24.2         |
| Gate to Belmore Trail Corridor                            |                 | 13.7        |             |             | 13.7         |
| Ralph Munro & Evergreen Parkway Trail System              | 3.5             |             |             |             | 3.5          |
| Southwest County Trail System                             |                 |             | 12.5        | 0.8         | 13.2         |
| Tumwater to Downtown Olympia Union Pacific Line Corridor  |                 |             |             | 3.6         | 3.6          |
| Yelm-Rainier-Tenino Trail System                          | 14.5            | 3.6         |             | 7.8         | 25.9         |
| <b>Washington Department of Enterprise Services Total</b> | <b>1.8</b>      | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>1.8</b>   |
| Capitol Lake Interpretive Trail                           | 0.5             |             |             |             | 0.5          |
| Heritage Park Trail                                       | 0.9             |             |             |             | 0.9          |
| Heritage Park Hillside Trail                              | 0.4             |             |             |             | 0.4          |
| <b>Washington Department of Transportation Total</b>      | <b>6.4</b>      | <b>2.4</b>  | <b>7.5</b>  | <b>7.1</b>  | <b>23.5</b>  |
| I-5 Bicycle Trail Corridor                                | 4.0             |             | 7.5         |             | 11.5         |
| Lacey-Yelm Connector Trail Corridor                       |                 |             |             | 7.1         | 7.1          |
| SR 510 Bike Path  | 2.4             | 2.4         |             |             | 4.8          |
| <b>Total</b>  | <b>58.8</b>     | <b>29.1</b> | <b>31.1</b> | <b>49.5</b> | <b>168.5</b> |

# TOP 3 Trails for Construction

According to the 2023 How Should We Trail? survey, respondents (regardless of race, ethnicity, income, or whether they lived on Reservation lands or outside cities and towns) want the region to prioritize the following three trails over the next 20 years:

- Deschutes Valley Trail (connecting Tumwater and Olympia)
- Gate Belmore Trail (connecting Tumwater/Olympia and Rochester/Chehalis Reservation)
- Karen Fraser Woodland Trail Extension in Olympia (southwest to Tumwater)



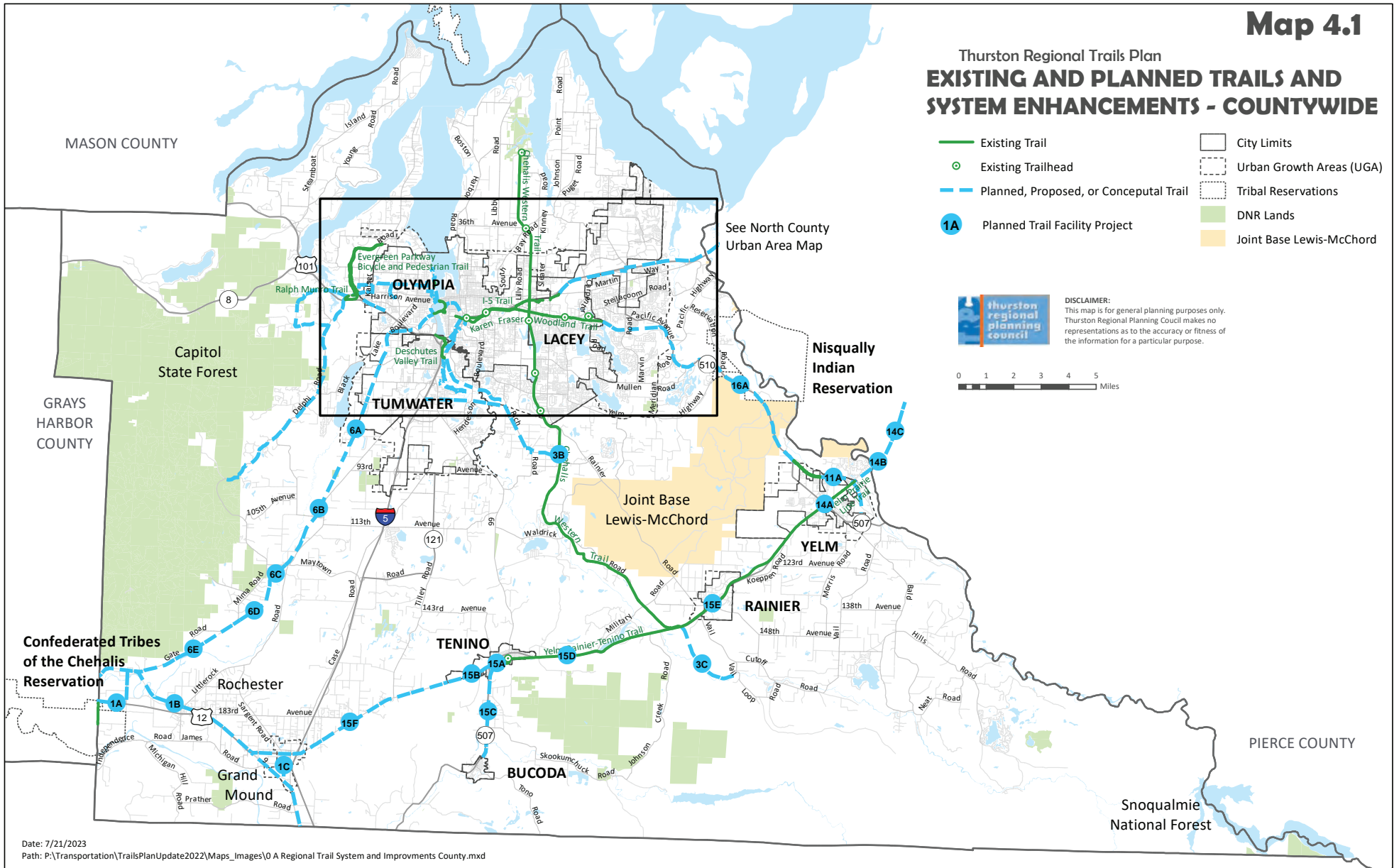
# Map 4.1

## Thurston Regional Trails Plan EXISTING AND PLANNED TRAILS AND SYSTEM ENHANCEMENTS - COUNTYWIDE

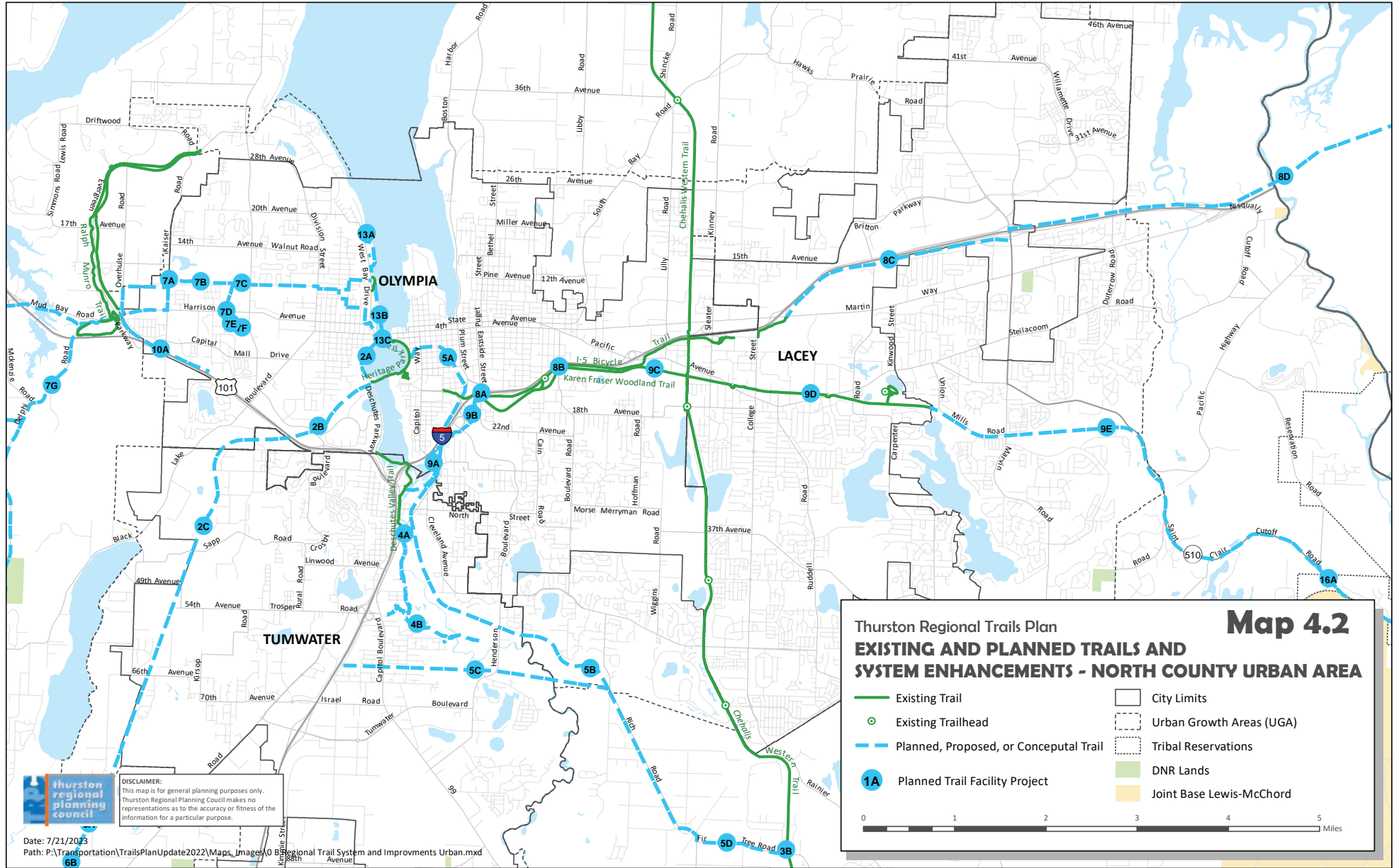
- Existing Trail
- Existing Trailhead
- Planned, Proposed, or Conceptual Trail
- 1A Planned Trail Facility Project
- City Limits
- Urban Growth Areas (UGA)
- Tribal Reservations
- DNR Lands
- Joint Base Lewis-McChord



**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.



Date: 7/21/2023  
Path: P:\Transportation\TrailsPlanUpdate2022\Maps\_Images\0 A Regional Trail System and Improvements County.mxd





***“Trails offer an alternative to motorized vehicles, connecting homes with schools, offices, and shopping areas and contribute to a healthier environment, with cleaner air and less traffic congestion.”***

*–American Trails, Trails for All Americans report, 1990*



## 5. Funding

Multiuse trails serve as both active transportation and recreation infrastructure, so cobbling together the finances needed to plan, design, construct, and maintain the network can be tricky. These projects often take many years to develop from concept to reality. Maintaining trail investments is equally challenging.

While the multifunctional nature of trails can broaden revenue sources, funding is one of the biggest challenges of trail development – especially for more expensive, developed multiuse trails like the Thurston region’s network. Compared to other transportation

infrastructure programs, many trail owners have relatively small annual budgets with project maximums well below the actual cost of developing trails. Therefore, trail development is usually phased, requiring those agencies to manage multiple funding sources over years, and often making important trail connections one at a time.

Trail funding resources include local, regional, state, federal, and non-profit. The Thurston region will need continued determination and creativity at all levels of government and partners to achieve the vision and goals of this plan. Establishing

regional priorities enables our region to work collaboratively toward a shared vision and seek funding together.

## **Local Funding Sources**

Thurston County municipalities use a variety of local revenue sources for trail development, operations, and maintenance. However, the jurisdictions use those same revenue options for all other services they provide. Competing needs and limited resources to balance those needs is a constant challenge for the Thurston region's communities. Some examples of local revenue sources for trails:

- Motor vehicle fuel and local option gas taxes
- Utility taxes
- Property tax
- Sales tax
- Real estate excise tax (REET)
- Development impact fees
- Forming a transportation benefit district (TBD) supported through sales tax and vehicle license fees. While normally used for pavement preservation purposes, a TBD can also improve and maintain bicycle and pedestrian facilities.
- Adding improvements as State Environmental Policy Act (SEPA) mitigation requirements for approving a development project or using right-of-way for connections such as utility corridors.
- Developing pedestrian, bicycle, and mobility device facilities through special taxing districts such as a parks district.

# CHEHALIS WESTERN TRAIL

This Trail is Open To:  
Dawn to Dusk Only



Warning - Loose Gravel on Trail  
Caution: Beware of holes on the trail

**CLOSED TO ALL  
MOTORIZED VEHICLES**

No groups >25 without prior approval

All pets must be on leashes

Washoe County Code Title 9, Ch. 9.10 Animal Control is in effect.

Emergencies: 916-397-1111 or Washoe County Sheriff's Office: 954-2140  
For questions: Washoe Trail Call Center: 1-800-927-3300



# 66%

## of respondents

from the 2023 *How Should We Trail?* survey want to see TRPC prioritize increasing funding for constructing new trails that expand the regional network.

## Regional Funding Sources

As both the federally designated Metropolitan Planning Organization (MPO) and state designated Regional Transportation Planning Organization (RTPO) for the Thurston region, TRPC receives federal funding allocations from the Washington State Department of Transportation (WSDOT). TRPC is responsible for awarding and programming the grant funding to priority transportation projects throughout the region (Table 5.1). The major federal transportation grant programs available to TRPC to award to multiuse trail projects:

### Surface Transportation Block Grant (STBG)

STBG funds are the most flexible and provide the greatest amount of federal money received by TRPC. Local governments rely on these funds for road improvements that do not add additional capacity to the transportation system. These dollars can be used for most transportation projects including multiuse trails, sidewalks, bicycle lanes, and other facilities that improve

mobility for pedestrians, bicyclists, people using mobility devices, and those in vehicles.

### Transportation Alternatives (TA)

TA funding is devoted to smaller-scale transportation projects with a heavy emphasis on non-motorized vehicle projects like multiuse trails, sidewalks, bicycle lanes, and facilities that foster safe routes to school for children. The amount of annual Transportation Alternatives funding provided to TRPC has increased over the past two years – a trend that will hopefully continue.

### Congestion Mitigation and Air Quality (CMAQ) Improvement Program

CMAQ funds projects that reduce congestion and improve air quality for areas that do not meet National Ambient Air Quality Standards. In the late 1990s, the Thurston region was out of compliance with particulate matter standards, primarily due to smoke from burning wood. The region complied with the standard for more than 20 years, but currently still receives an allocation of CMAQ funds. CMAQ can fund multiuse trails, sidewalks, bicycle lanes

and other facilities that improve mobility for pedestrians, bicyclists, and people using mobility devices.

### Carbon Reduction Program (CRP)

The 2021 federal Bipartisan Infrastructure Law (BIL) created a new Carbon Reduction Program to reduce transportation carbon emissions. A portion of this funding flows to MPOs through WSDOT. For 2022, TRPC's allocation was about \$587,000 and \$510,000 in 2023. The region can use this new funding for multiuse trails and other active transportation facilities. TRPC received notification of the allocation in late 2022, and is developing the process for allocation to local agencies.

### Challenges with Regional Funding Sources

The amount of federal funding available to TRPC for programming to local agencies can vary considerably from year to year. In recent years, the amount averaged about \$4.5 million across all grant programs. Table 5.2 reflects the amounts allocated by year and the annual averages. In addition, TRPC must award most of its federal grant programs based on U.S. Census geographic

**Table 5.1 2017-2023: Federal Funds Allocated to TRPC**

| Year                          | STBG               | TA               | CMAQ             | Total Annual Allocation |
|-------------------------------|--------------------|------------------|------------------|-------------------------|
| 2017                          | \$3,290,000        | \$309,000        | \$360,000        | \$3,959,000             |
| 2018                          | \$3,330,000        | \$285,000        | \$330,000        | \$3,945,000             |
| 2019                          | \$3,750,000        | \$335,000        | \$370,000        | \$4,455,000             |
| 2020                          | \$4,630,000        | \$418,000        | \$360,000        | \$5,408,000             |
| 2021                          | \$3,810,000        | \$334,000        | \$360,000        | \$4,504,000             |
| 2022                          | \$4,190,000        | \$564,000        | \$390,000        | \$5,144,000             |
| 2023                          | \$3,430,000        | \$514,000        | \$300,000        | \$4,244,000             |
| <b>Average Annual Funding</b> | <b>\$3,775,714</b> | <b>\$394,143</b> | <b>\$352,857</b> | <b>\$4,522,714</b>      |



area distribution formulas set by WSDOT. These geographic distribution formulas make it difficult for the region to finance larger trail projects with federal funds.

### **Efforts to Prioritize Active Transportation in the Thurston region**

In 2022, TRPC and the Transportation Policy Board (TPB) updated the region's Call for Projects process to identify, rank, and select transportation projects for federal grant awards. The revised process highlights active transportation as one of the six priority project types. This prioritization intends to increase the likelihood that regional partners will submit applications for trail-related projects. However, in our 2022 call for projects, the City of Tenino submitted the only regional trails network-related application.

In future federal Calls for Projects, TRPC could choose to further emphasize implementation of the Regional Trails Plan, awarding additional ranking points to trails projects or designating a certain percentage of the total to Regional Trails Plan implementation. TRPC employed such strategies during the collaborative Bridging

the Gap era of trail development which began in the early 2000s.

### **Trail Projects Funded by TRPC**

Since adopting the 2007 Regional Trails Plan, TRPC's TPB and Council have invested in the regional trails network. TRPC's policymakers intended these investments to serve as catalysts for additional state and federal monies. The small amount of federal funding available to TRPC and the required U.S. Census geographic area distributions make it generally infeasible to support a trails project start to finish with regional funding. However, modest regional investments in trail planning, project development, design, and construction can leverage many more state and federal dollars to complete projects. Of the approximately \$75.6 million programmed by TRPC since 2007, the region used about \$4.2 million (six percent) for projects in the Regional Trails Plan and on the regional trails network. Table 5.2 shows those regional trails network projects funded since 2007.

Table 5.2 Regional Trail Network Projects Receiving TRPC-Awarded Federal Funds Since 2007

| Year         | Location         | Project  | Awarded Amount     | Fund Source |
|--------------|------------------|--|--------------------|-------------|
| 2007         | County Urban     | Bridging the Gap - Martin Way Bridge Trail Project             | \$950,000          | TA          |
| 2007         | Lacey            | Woodland Trail Phase II  | \$60,299           | STBG        |
| 2011         | County Urban     | Chehalis Western Trail Phase 3 (Pacific Avenue)                | \$1,000,000        | TA          |
| 2011         | Olympia          | Olympia Woodland Trail Phase IV Feasibility Analysis           | \$65,000           | TA          |
| 2011         | WA Trails Assoc. | Plant 1,000 Trees Along Shared Use Trails                      | \$17,767           | STBG        |
| 2011         | WA Trails Assoc. | Print Trail Maps for Kiosks and Pamphlets                      | \$16,608           | STBG        |
| 2013         | County Rural     | Gate Belmore Trail Expansion Study (PE)                        | \$43,250           | STBG        |
| 2013         | WA Trails Assoc. | CWT Trailhead Design at Monarch Sculpture Park                 | \$35,250           | STBG        |
| 2013         | WA Trails Assoc. | Trail Mile Markers and Wayfinding Signage                      | \$13,200           | STBG        |
| 2014         | Olympia          | Chehalis Western and Woodland Trails "Hub" Junction            | \$50,000           | TA          |
| 2014         | Tumwater         | Tumwater Historical Park Trail Connection                      | \$206,345          | TA          |
| 2016         | Tenino/Bucoda    | Yelm-Tenino Trail Extension Feasibility Study                  | \$64,875           | TA          |
| 2016         | Tenino           | Yelm-Tenino Trail Wayfinding Signage Project                   | \$20,760           | RCSP*       |
| 2016         | Tumwater         | Deschutes Valley Trail: Tumwater Historical Park to Falls Park | \$1,000,000        | CMAQ        |
| 2018         | County Urban     | Rochester-Grand Mound Trail Feasibility Study                  | \$150,000          | STBG        |
| 2018         | Tumwater         | Deschutes Valley Trail: Tumwater Historical Park to Falls Park | \$308,601          | STBG        |
| 2020         | Rainier          | SR 507 Crossing and Yelm-Rainier-Tenino trail connection       | \$137,500          | RCSP*       |
| 2022         | Tenino           | West Tenino Trail Design                                       | \$225,000          | TA          |
| <b>TOTAL</b> |                  |  | <b>\$4,364,455</b> |             |

\*RCSP is the Rural Community Support Program – Thurston County takes on additional federal funds to perform smaller projects for rural communities with local dollars.



## **State Funding Sources**

In addition to the federal grant programs that WSDOT allocates directly to TRPC for programming, the state implements competitive grant programs that support trails and other facilities that improve mobility for pedestrians, cyclists, and people using mobility devices. WSDOT and the Transportation Improvement Board serve as primary program administrators. Washington's Recreation and Conservation Office (RCO) also finances trails projects, but tends to focus more on backcountry trails, rather than the paved, multiuse trails of the Thurston Regional Trails Network. However, RCO has supplied over \$1.5 million dollars to the region over the past 20 years.

In 2022, the Washington State Legislature passed the \$16 billion Move Ahead Washington package. Differing from many previous transportation packages, it includes a larger budget for transportation facility maintenance and preservation, dramatically increases support for transit and active transportation, and focuses on improving the equity of Washington's transportation system. The state Legislature

continues to work on the details, timing, and distribution of these new funds, which could serve as a game changer in implementing this plan.

### **WSDOT Grant Programs**

#### **Pedestrian and Bicycle Program**

The Pedestrian and Bicycle Program aims to eliminate vehicle crashes with pedestrians and bicyclists, build connected low stress walk and bicycle networks, and increase walking and bicycling. The program includes two eligible project types: 1) construction projects that may include engineering; and 2) design-only projects that support community and stakeholder engagement to develop and design well-received projects that appeal to a wider range of users and stakeholders. Since the 2005-2007 state biennium, this program supported approximately \$125 million in project costs (roughly \$7 million annually). The Thurston region has been successful in obtaining nearly \$5.3 million from that source since 2009. Jurisdictions have mainly used these funds for pedestrian and bicycle lane improvements rather than projects specific to the regional trails network.

#### **Safe Routes to School**

The Safe Routes to School Program aims to enable and encourage children to walk, ride (bus or bicycle), or use mobility devices to get to school. Selected projects concentrate on keeping children safe by facilitating the planning, development, and implementation of projects and activities that improve safety and reduce traffic in the vicinity of schools. The program finances infrastructure projects within two miles of a school serving children attending kindergarten through 12th grade. Since the 2005-2007 state biennium, this program supplied about \$145 million for local project costs (roughly \$8.5 million annually). The Thurston region has been successful in obtaining \$4.5 million in these funds since 2006. These funds have not been used on projects specific to the regional trails network.

#### **Transportation Improvement Board**

The Legislature created the Transportation Improvement Board (TIB) to ensure equitable and efficient investment in local transportation projects statewide. TIB receives most of its ~\$100 million budget through the gas tax. Cities and urban

counties can apply for grant programs that target street construction, resurfacing, and sidewalks. In 2022, TIB's former Sidewalk Program was replaced by the Active Transportation Program to reflect the breadth of active transportation options. Projects selected under this program aim to:

- Improve pedestrian and cyclist safety
- Create system continuity
- Link to pedestrian/bicyclist generators

The Active Transportation Program supports relatively small projects usually in the range of \$150,000 to \$500,000.

## **Federal Funding Sources**

### **Bipartisan Infrastructure Law**

In November 2021, Congress passed the Infrastructure Jobs and Investment Act (IIJIA)—also known as the Bipartisan Infrastructure Law (BIL), which included the five-year reauthorization of federal surface transportation programs. This bill significantly increased support for all types of transportation projects, highlighting multimodal and active transportation

options. The BIL increased existing program budgets like STBG, TA, and CMAQ and created new programs like CRP. Altogether, BIL more than doubled resources for trails, walking, bicycling, and mobility device users. It called out active transportation as benefitting climate efforts and improving equity. For many existing and new grant programs, TRPC remains uncertain on how the changes may increase federal dollars programmed by TRPC.

- Surface Transportation Block Grant (STBG): The BIL increases STBG funding nationally by 24 percent.
- Transportation Alternatives (TA): The BIL increases TA funding nationally by 71 percent.
- Congestion Mitigation and Air Quality (CMAQ): The BIL increases CMAQ funding nationally by 10 percent. TRPC does not know how many years the region will continue to receive CMAQ.
- Carbon Reduction Program (CRP): The BIL budgeted CRP for \$6.42 billion over its five-year timeframe.

### **BIL Project Funding Timeline**

TRPC expects to see BIL dollars apportioned by September 2026, although obligation (under contract) dates remain unclear. TRPC expects obligation targets to be set sometime between 2027 to potentially early 2030s at the latest. The BIL creates an unprecedented opportunity to plan, design, construct, and maintain active transportation facilities in the Thurston region – yet that window will likely close within the next five or so years.

### **New Federal Grant Programs**

Several new grant programs can fund trails and other active transportation projects. The BIL includes federal funding programs for which trail development, particularly connections to the existing trail network, could be a component of larger multimodal projects. The Reconnecting Communities Pilot Program and Safe Streets and Roads for All Grant Program promise potential finance sources for large multimodal planning, design, and construction projects that include trail facilities.



These federal grant program descriptions highlight current and upcoming funding opportunities with the greatest potential for funding multiuse trails in the region:

**Active Transportation Infrastructure Investment Program**

The BIL creates a new Active Transportation Infrastructure Investment Program intended to provide safe and connected active transportation facilities in a current active transportation network – like Thurston’s regional trail network. With a minimum project size of \$15 million, this could be an ideal source for large projects like the Gate-Belmore Trail and the extension of the Karen Fraser Woodland Trail to the Tumwater Deschutes Valley Trail. The budget is authorized at \$200 million per year over five years (\$1.0 billion).

**Neighborhood Access and Equity Program**

The federal government enacted the Inflation Reduction Act (IRA) in 2022. The IRA includes at least one potential fund source for multiuse trail and active transportation projects – the Neighborhood Access and Equity Grant Program. These

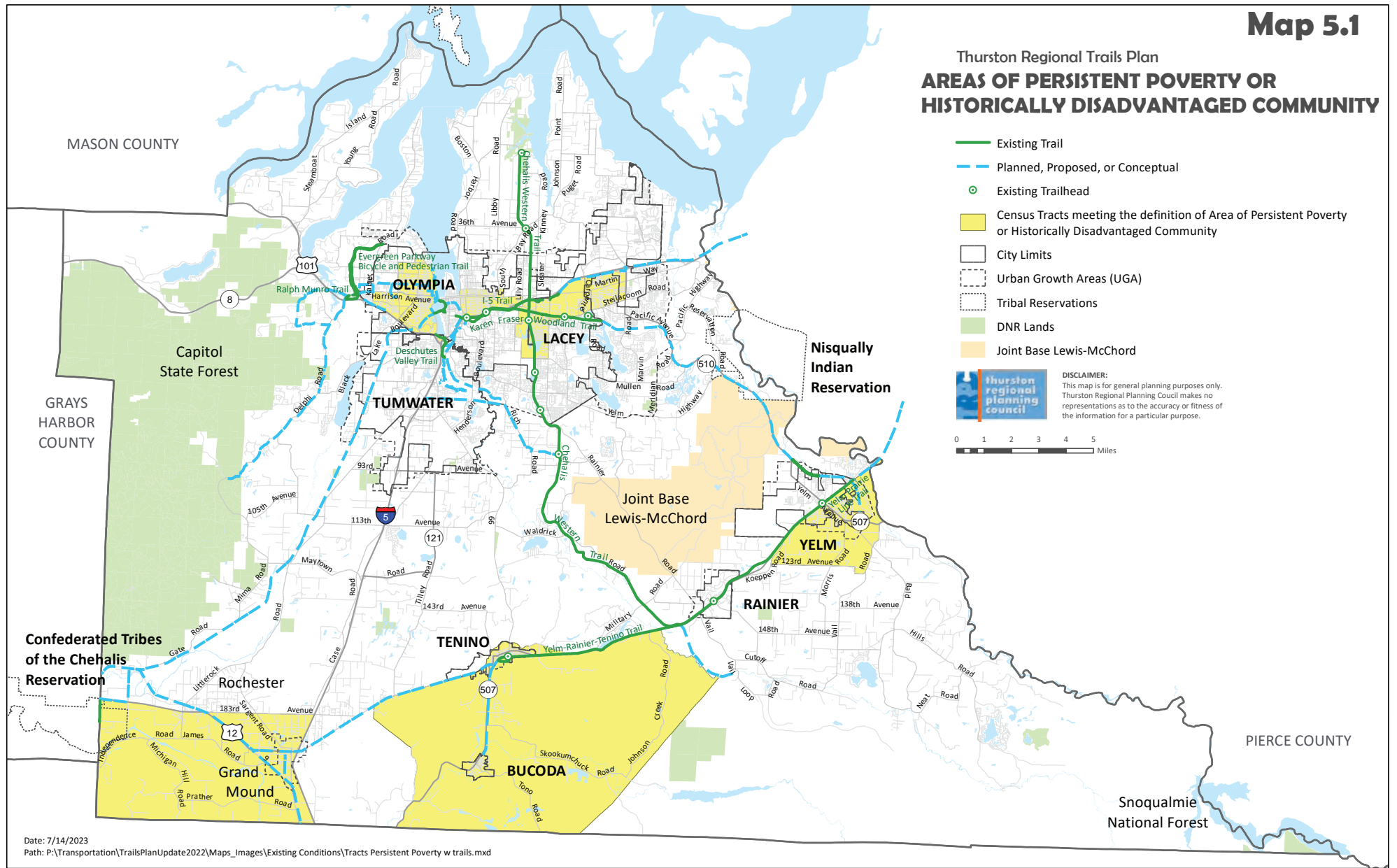
grants are meant to improve walkability and safety, provide affordable transportation access, and mitigate negative impacts from existing surface transportation facilities. Trails and other active transportation projects that improve neighborhood access are eligible under this grant source. Budgeted at \$3.2 billion over five years, the program reserves about \$1.3 billion for economically disadvantaged communities.

**Potential to Address Underserved Communities**

The BIL and IRA both call out projects in Areas of Persistent Poverty and Historically Disadvantaged Communities. Specific areas in the Thurston region meet one or both definitions (Map 5.1). These designations could elevate the likelihood of funding conceptual and planned trail connections to the regional trails network such as from Tenino to Bucoda, Tenino’s west city limits, and from Grand Mound to Rochester. These designations could also help prioritize funding to maintain and preserve existing trails network facilities along I-5 and the Yelm-Rainier-Tenino Trail.

# Map 5.1

## Thurston Regional Trails Plan AREAS OF PERSISTENT POVERTY OR HISTORICALLY DISADVANTAGED COMMUNITY



- Existing Trail
- Planned, Proposed, or Conceptual
- Existing Trailhead
- Census Tracts meeting the definition of Area of Persistent Poverty or Historically Disadvantaged Community
- City Limits
- Urban Growth Areas (UGA)
- Tribal Reservations
- DNR Lands
- Joint Base Lewis-McChord



**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.



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## **Nonprofit, Philanthropic, and Business Funding Opportunities**

While often overlooked, many nonprofits, philanthropic organizations, and businesses provide funds for active transportation projects such as a safe and connected trail network. Washington state trail advocates have raised millions of dollars over the years, helping create hundreds of miles of trails statewide. Nonprofits raise money for trails, some philanthropic organizations provide grants that can include trails,

businesses invest in active transportation connections, and institutions such as colleges and hospitals create improved connections as part of their facilities plans. Health funding sources, such as the Robert Wood Johnson Foundation, support projects and programs that “Build a Culture of Health.” These sources can play a critical role in meeting match requirements for state and federal funding and in emphasizing the multipurpose role that trails and other active transportation infrastructure can support.





***“The future is not  
someplace we are  
going to, but a place  
we are creating.  
The paths to it are  
not found, they are  
made.”***

***–Jane Garvey, Deputy Administrator,  
Federal Highway Administration  
from 1993-97***

## 6. Plan Update Process

### The Need

Neither state nor federal guidance requires that TRPC develop a Regional Trails Plan. However, adopting and updating the plan affords the opportunity to assess conditions and talk to the community about how they use the system, gathering and their views on future investments in expansion, maintenance, enhancements, and operations.

Regular communication between TRPC, trail managing agencies, and stakeholders can help identify and prepare eligible projects for funding and more effectively broaden discussions to resolve emerging issues.

The Regional Trails Plan assigns three policy-connected recommendations to TRPC that support this plan’s goals for a collaborative effort and a well-maintained network.

1. Establish a Regional Trails Planning Workgroup to coordinate on Regional Trails Plan implementation.
2. Convene an annual regional trail meeting with a broad set of stakeholders to promote awareness and support for the region’s trail network.
3. Update the Regional Trails Plan every five years.

## Confirming the Vision for the Regional Trails Plan

The 2023 plan update ended with a countywide How Should We Trail? survey. TRPC advertised the survey through emails, social media, and signs on the trails. Nearly 1,200 people responded and most – regardless of where they lived, income, race, or ethnicity – agreed with TRPC pursuing the following recommendations from the plan:

- Establish a Regional Trails Planning workgroup to coordinate on Regional Trails Plan implementation (recommendation 4.2)
- Convene an annual trail planning meeting with a broad set of stakeholders to promote awareness and support for the region's trails network (Recommendation 4.3)
- Update the Thurston Regional Trails Plan every five years. (Recommendation 5.7)

## Process Details

### Regional Trails Planning Workgroup

Recommendation 4.2 calls upon TRPC to “Establish a standing Regional Trails Advisory Workgroup to coordinate on Regional Trails Plan implementation.”

TRPC convened such a workgroup to guide the multiple stages of this plan update. They provided valuable insights on the plan's goals, policies, and recommendations.

TRPC will build from the plan update membership for the standing workgroup, including both government and private sector staff involved in trails planning and operations. Community representative members can supply a broad variety of perspectives on how policies, projects, and programs can best serve the region's trail network for trail owners and users alike. The workgroup will include, but not be limited to:

- Community or non-profit trail stewardship organizations
- Economic development and destination marketing
- Emergency services
- Parks and trails maintenance
- Parks and transportation managers, planners, and engineers

- People with disabilities
- Policymakers
- Public health
- Private health care providers
- Trail users – representing different ages, levels of comfort/experience with the trails, financial resources, and other demographics
- Transit
- Commute Trip Reduction and Transportation Demand Management

In consultation with the group, TRPC staff will establish bylaws; schedule, facilitate, and set agendas for meetings; and publish meeting materials on TRPC.org. The workgroup will meet up to four times a year, with this goal:

1. Advise TRPC's policymakers and staff on trail-related activities and progress toward meeting the plan's recommendations and goals.
2. Function as a peer network to share information and best practices on trail planning, design, construction, maintenance, operations, and user experience.
3. Communicate emerging issues and identify opportunities to mitigate impacts on trail users.

## Annual Trail Meeting

TRPC staff will host an annual regional trail meeting to increase stakeholder and public awareness about network operational conditions, upcoming studies and projects, and opportunities for community involvement. Staff will coordinate with the workgroup and the TPB to establish the agenda.

A list of invitees may include, but is not limited to, workgroup members, public and private health care service providers, public information officers, destination promotion organizations, law enforcement, fire and emergency medical services, people with disabilities, trail advocacy organizations, trail users, the general public, the business community, tribal, state, federal, and local government staff, and policy makers.

Meetings could be convened in a hybrid online/in-person format, consisting of:

- Guest speakers
- Panel discussions
- Trail managing agency presentations
- Breakout group discussions
- Real time polling
- Poster displays

After the meeting, TRPC will post a meeting summary and video recordings at [TRPC.org](https://trpc.org).



## 2024-2028 Potential Trails Advisory Workgroup Agenda Topics

The workgroup could address a variety of trail planning issues prioritized by TRPC, the trail managing agencies, and the workgroup itself. The Policy-Connected Recommendations offer 34 projects, programs, or services the workgroup could initiate. Some illustrative potential topics for 2024 through 2028:

- Assess and prioritize trail and community locations to install wayfinding signage to help trail users navigate the system.
- Identify and promote a universal set of rules applicable to all shared-use trails in the network to reduce confusion and encourage safe use, regardless of which jurisdiction a trail user travels in.
- Create safety guidelines for lights and high-visibility gear for trail users who, because of their hours of work or other circumstances, can only use shared-use trails outside of daylight hours of operation.
- Explore opportunities and identify recommendations to foster a culture of safe and courteous trail behavior for all modes.
- Create an educational campaign for users of e-bikes and other electric devices to reduce potential conflicts with other trail users who travel at lower speeds.
- Discuss trail liability issues and the Recreational Use Immunity statute and how it applies to the region's trails.



### **Plan Update**

An updated plan informs policymakers on prioritizing future regional trail system investments as funding opportunities arise. TRPC intends to review and update the Regional Trails Plan every five years, using this process:

- Review, assess, and document progress made toward the plan's vision and goals
- Identify opportunities to overcome challenges to achieving the plan's policy-connected recommendations and project recommendations
- Incorporate findings from other plans and studies and add best practices into the regional trails planning process
- Engage the public about their experiences using trails to help inform the overall strategic objectives of the plan

The workgroup will serve as the lead trails advisory body to the TPB and Council. TRPC staff, in coordination with the workgroup

and the trail managing agencies, will identify regional trail planning needs that require attention or revision. TRPC will bring the updated plan's draft elements to the TPB and Council for consideration at regularly scheduled meetings.

As with other TRPC transportation-related plans, the TPB will give general direction to staff and make recommendations to the Council on proposed revisions or updates. The Council will formally approve and adopt the plan.

TRPC will publish the timeline for updating the plan through TPB and Council meeting agendas, on the project website, and through social and other media. TRPC will also ask workgroup members to use their contacts and networks to expand public awareness about the plan update. The annual trails plan meeting can also promote public participation in the plan update process.

***For bicycle and pedestrian facilities to be truly functional as routes between work, home, school, libraries, parks and shopping areas, they must be part of an interconnected network.***

*—Amanda Eaken and Joshua Hart,  
Tunnels on Trails: A Study of 78 Tunnels  
on 36 Trails in the United States, 2001*

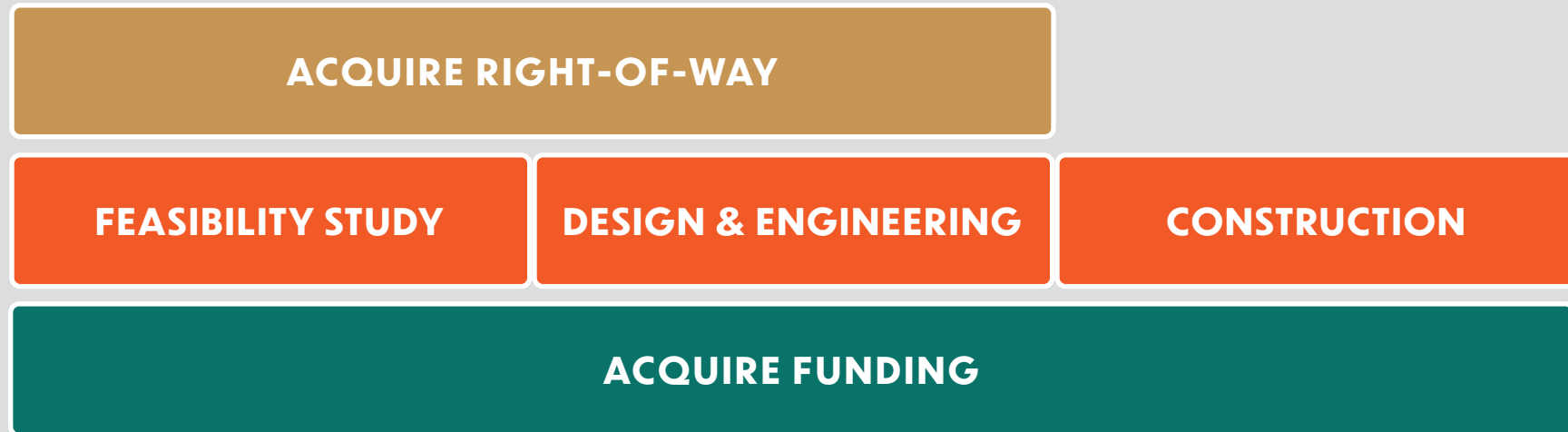


## **Appendix A: Regional Trail Network Corridor Detail**

Appendix A provides more information about the 16 corridors in the regional trails network as well as the projects listed in Chapter 4, Recommendations. The status of projects may change over time due to a lead agency’s shifting priorities, outcomes from completed feasibility studies, or funding opportunities.

Trail planning (Figure A.1) is a process that often takes considerable time and effort and is generally organized around completing a feasibility study, performing design and engineering, and finally constructing the project. Acquiring funding can happen at any and all stages of this process while acquiring right-of-way (if necessary) can happen at any time before the project is constructed.

**Figure A.1 Trail Planning Process**



## A Guide to Corridor Pages

This appendix is organized around the following trail corridors, which may consist of more than one trail:

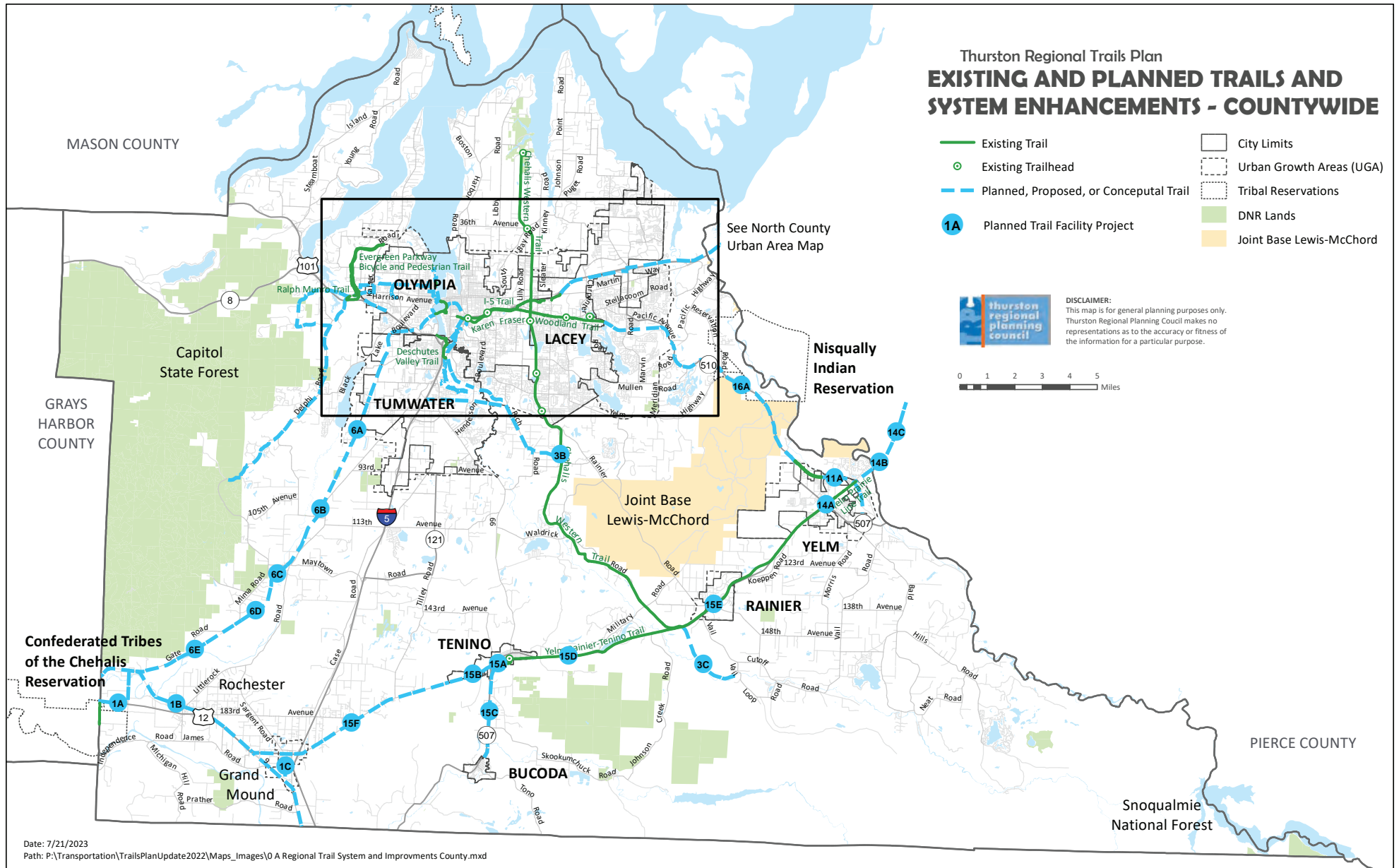
1. Southwest County Trail System
2. Capitol Lake to Belmore Trail Corridor
3. Chehalis Western Trail
4. Deschutes Valley Trail
5. Tumwater to Downtown Olympia Union Pacific Line Corridor
6. Gate Belmore Trail Corridor
7. Capitol to Capitol/Grass Lake Trail Corridor
8. I-5 Bicycle Trail Corridor
9. Karen Fraser Woodland Trail Corridor
10. Ralph Munro & Evergreen Parkway Trail System
11. SR 510 Bike Path
12. Washington State Capital Campus and Lake Trail System
13. West Bay Trail Corridor
14. Prairie Line Trail Corridor
15. Yelm-Rainier-Tenino Trail System
16. Lacey To Yelm Trail Corridor

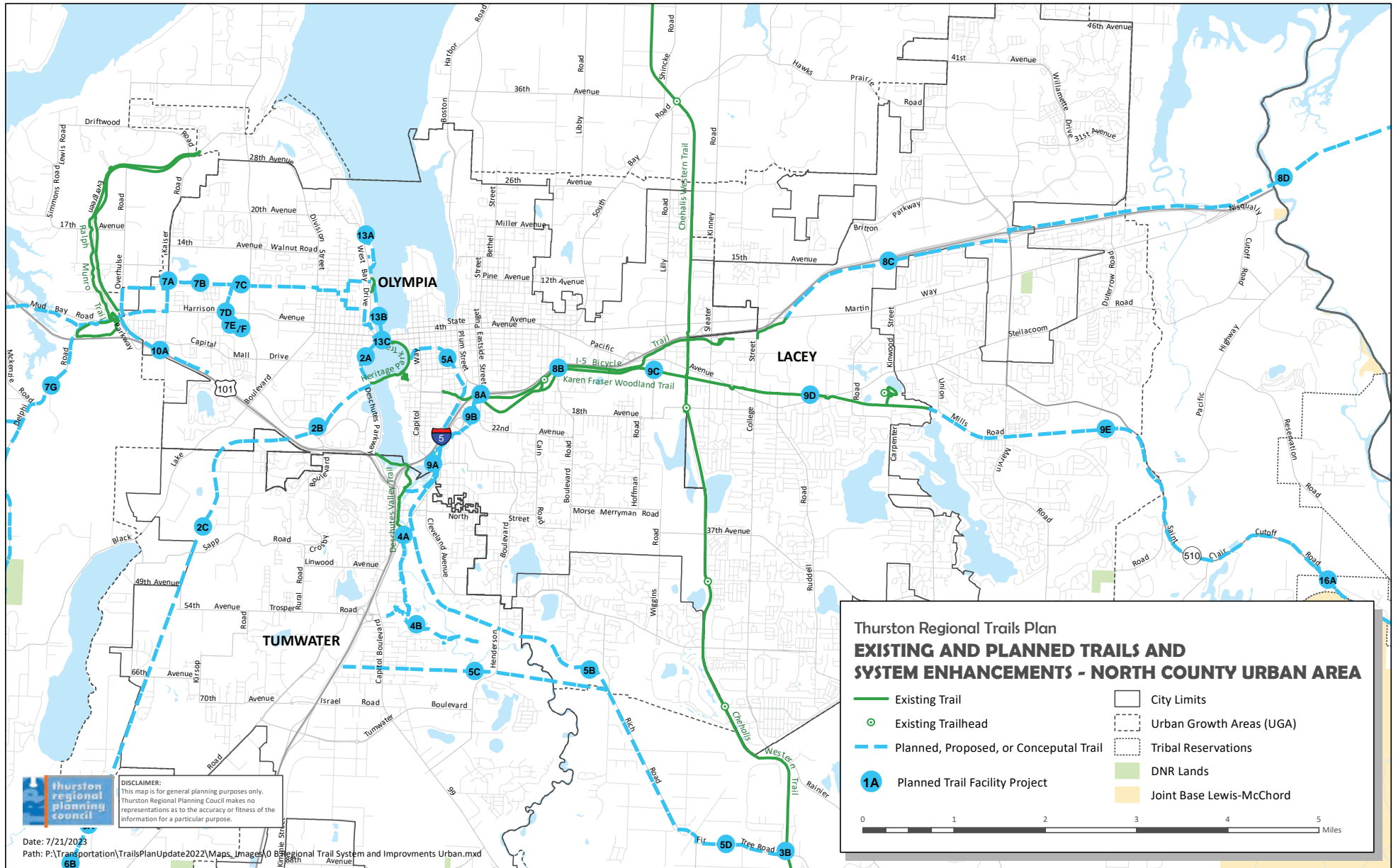


### RULES OF USE

*To insure a safe and enjoyable visit,  
please follow these rules.*

- Keep pets on leash.
- Clean up after your pet.
- Day use only (Gates are locked at dusk)
- Overnight camping or parking is prohibited.
- Motor vehicles prohibited on trail.
- Respect private property.
- Horses prohibited.
- Help keep your trail clean.
- Park in designated areas only.
- Please use litter receptacles.
- Respect other trail users.

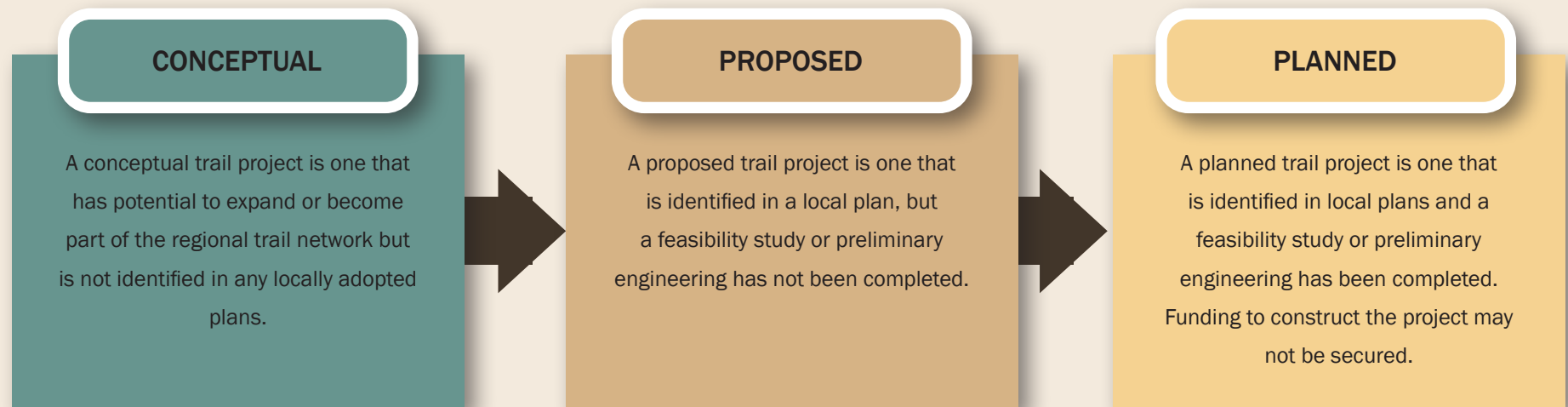




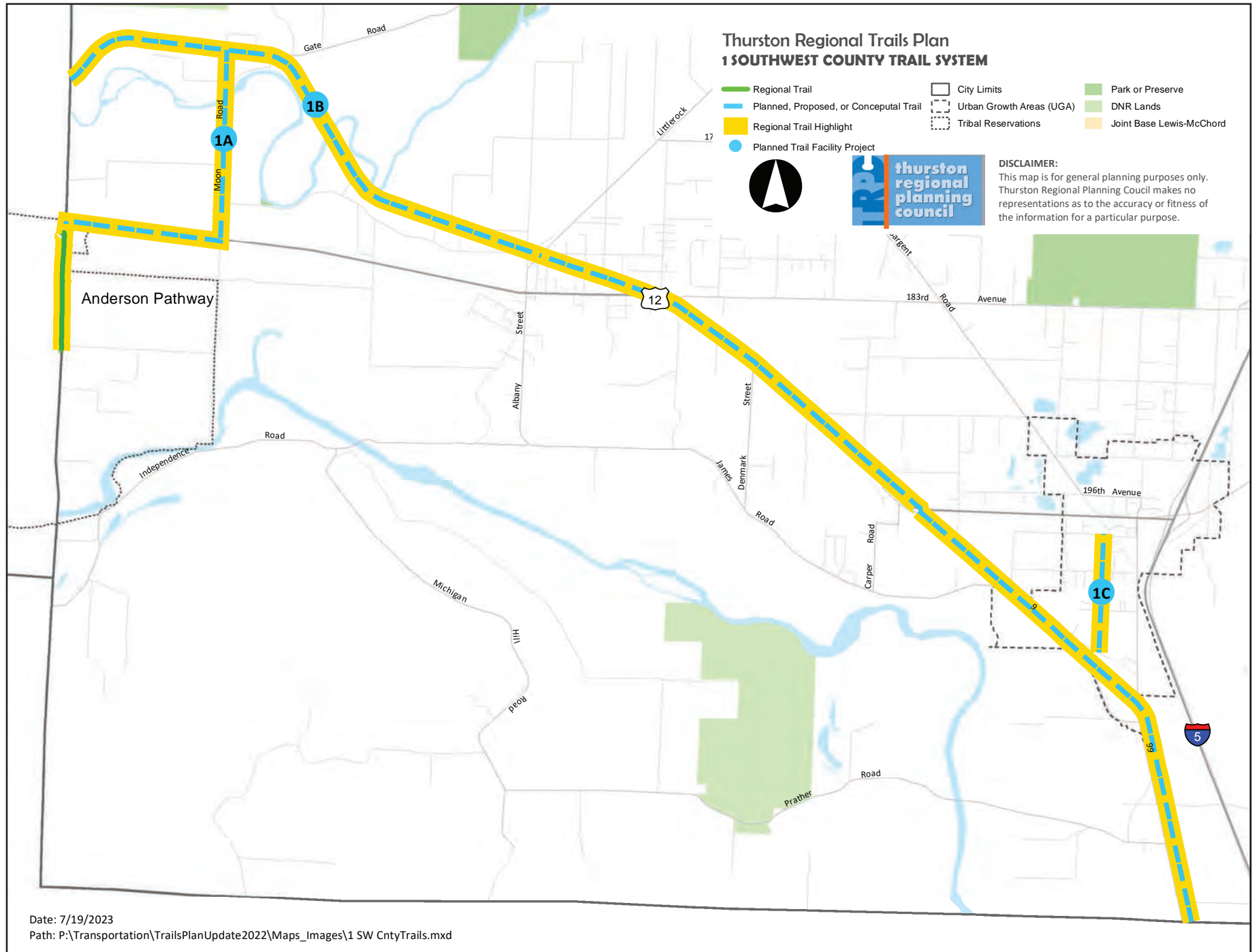
A consistent format organizes information about each corridor in the regional trails network. Each trail corridor includes:

- Map of the trail corridor that identifies project locations;
- Overview of the trail corridor, including trail sponsors, a description of the corridor, and a summary of projects for the corridor; and
- The following general information for each of the corridor's projects:
  - Project lead. Some projects are conceptual and may not have a sponsor. In such cases, likely project leads are identified.
  - Project description.
  - Whether right-of-way has been secured for the trail project.
  - If known, a cost estimate to complete the project.
  - The status of the project – whether it is conceptual, proposed, or planned (see Figure A.2).
  - The timeline of the project – whether it is expected to be completed within 20 years or will take longer. Where projects steps are expected to be completed in the next five years, the anticipated year is indicated.
  - The next step for the project.

**Figure A.2 Understanding Conceptual, Proposed, and Planned Trail Projects**



# 1 Southwest County Trail System



## Overview

### Trail Sponsors

- Confederated Tribes of the Chehalis Reservation
- Thurston County

### Location & Trail Description

The Chehalis Reservation and the communities of Rochester and Grand Mound are not currently connected to the regional trail network. The only existing shared use path is the Anderson Pathway on the Chehalis Reservation. As of 2023,

Thurston County is conducting a study to explore the feasibility of establishing a shared-use trail connecting the three communities.

The Southwest County Trail System could connect these communities to one another and north county communities via the future Gate Belmore Trail and west county communities via the conceptual Grand Mound Extension of the Yelm-Rainier-Tenino Trail.

## Summary of Projects

| Project ID | Name                                | Project Type       |
|------------|-------------------------------------|--------------------|
| 1A         | Gate-Chehalis Reservation Connector | New Trail Corridor |
| 1B         | Rochester Grand Mound Trail         | New Trail Corridor |
| 1C         | Power Line Trail                    | New Trail Corridor |

**1A Gate-Chehalis Reservation Connector**

**Lead:** Thurston County

**Description:** This proposed trail would connect the Anderson Road Pathway on the Chehalis Reservation to the proposed Rochester Grand Mound Trail (1B) and the planned Gate Belmore Trail (6). The Southwest Thurston County Trail Feasibility Study, underway in 2023, will identify a preferred alignment.

**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Proposed – more than 20 years

**Next Steps:** Feasibility Study (underway)

**1B Rochester Grand Mound Trail**

**Lead:** Thurston County

**Description:** This proposed trail would connect the Chehalis Reservation and the communities of Rochester and Grand Mound. The Southwest Thurston County Trail Feasibility Study, underway in 2023, will identify a preferred alignment. The study will also consider trailhead locations and preliminary development cost estimates.

**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Proposed – less than 20 years

**Next Steps:** Feasibility Study (underway)

**1C Power Line Trail**

**Lead:** Thurston County

**Description:** Utilizing a powerline easement, this conceptual trail would connect residents and visitors to businesses, and schools in the Grand Mound area between 203<sup>rd</sup> Avenue Southwest and 198<sup>th</sup> Avenue Southwest. It would also connect residents and visitors to the conceptual Rochester Grand Mound Trail (1C).

**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Conceptual – more than 20 years

**Next Steps:** Feasibility Study (underway)

# 2 Capitol Lake to Belmore Trail Corridor



**Overview**

**Trail Sponsors**

- City of Olympia
- City of Tumwater
- Thurston County
- Washington State Department of Enterprise Services

Campus to the planned Gate Belmore Trail (6) via approximately three miles of new trail. The trail corridor consists of three trail segments: Percival Canyon-West Bay Link Trail, Percival Canyon Trail, and the Black Lake Trail. With trails spanning four jurisdictions, a regional feasibility study for the corridor is needed.

**Location & Trail Description**

Running through Percival Canyon, the Capitol Lake to Belmore Trail Corridor would connect downtown Olympia and the Capitol

**Summary of Projects**

| Project ID | Name                                | Project Type       |
|------------|-------------------------------------|--------------------|
| 2A         | Percival Canyon-West Bay Link Trail | New Trail Corridor |
| 2B         | Percival Canyon Trail               | New Trail Corridor |
| 2C         | Black Lake Trail                    | New Trail Corridor |

## 2A Percival Canyon-West Bay Link Trail

**Lead:** Washington State Department of Enterprise Services

**Description:** Proposed trail connecting Marathon Park to the 5th Avenue Bridge along the currently active Burlington Northern Santa Fe rail line. The proposed trail would be on the west side of Deschutes Parkway

**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Proposed – more than 20 years

**Next Steps:** Feasibility study

## 2B Percival Canyon Trail

**Lead:** City of Olympia

**Description:** Potential trail connecting Marathon Park to the boundary between the cities of Olympia and Tumwater near RW Johnson Boulevard Southwest. The conceptual trail would follow the right-of-way for the currently active Burlington Northern Santa Fe rail line.

**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Conceptual – more than 20 years

**Next Steps:** Feasibility study

## 2C Black Lake Trail

**Lead:** City of Olympia, City of Tumwater, and Thurston County

**Description:** Potential trail along the currently active Burlington Northern Santa Fe rail line between RW Johnson Boulevard Southwest and 66<sup>th</sup> Avenue Southwest. The conceptual trail would be within the right-of-way for the currently active Burlington Northern Santa Fe rail line.

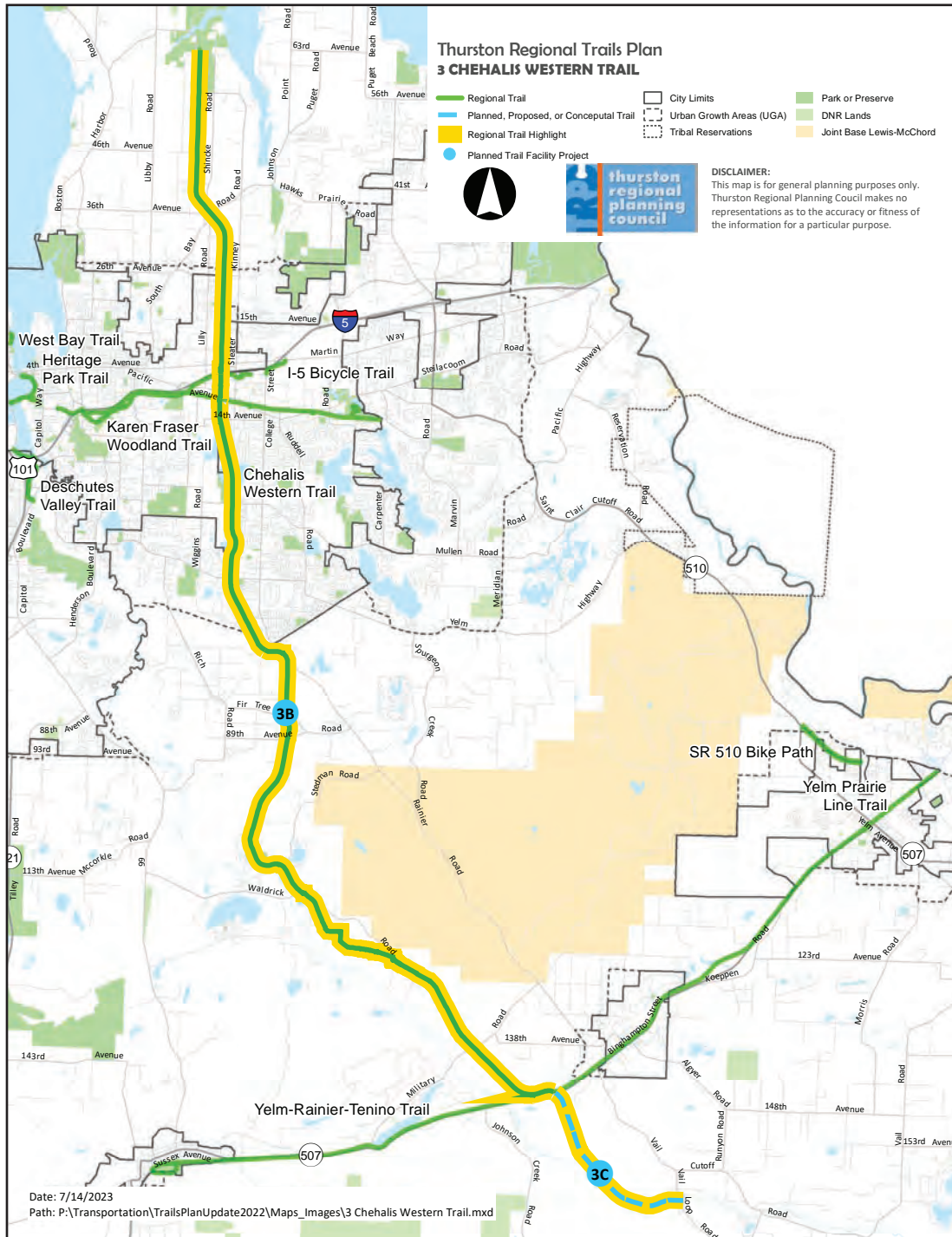
**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Conceptual – more than 20 years

**Next Steps:** Feasibility study

# 3 Chehalis Western Trail



## Overview

### Trail Sponsors

- Thurston County

### Location & Trail Description

The Chehalis Western Trail stretches from Woodard Bay approximately 21 miles south to SR 507 where it connects to the Yelm-Rainier-Tenino Trail just outside the city of Rainier. The northern and southern portions were united through the 2014 “Bridging the Gap” project that completed three bike and pedestrian bridges over I-5, Martin Way, and Pacific Avenue.

With multiple trailheads, access points, and nearby parks with amenities, the Chehalis Western Trail is the most well-traveled trail in the regional network. In addition to an extension of the existing trail, Thurston County has plans for several facility projects including new trailheads, a restroom, and pavement rehabilitation. Thurston County’s trail surface rehabilitation program has dedicated \$25,000 annually to repair/resurface trail segments as needed.

### Summary of Projects

| Project ID | Name                     | Project Type                |
|------------|--------------------------|-----------------------------|
| 3B         | Trailhead: Fir Tree Road | System Enhancement          |
| 3C         | Rainier Extension        | Extension to Existing Trail |

**3B Trailhead: Fir Tree Road**

**Lead:** Thurston County

**Description:** Expand existing parking area at the trailhead, which is frequently at full capacity during the summer.

**Right-of-Way:** Secured

**Cost Estimate:** \$20,000

**Status and Timeline:** Planned – within 20 years

**Next Steps:** Design and Engineering (2023)

**3C Rainier Extension**

**Lead:** Thurston County

**Description:** Proposed 3.1-mile extension of the Chehalis Western Trail from SR 507 to Vail Loop Road along an abandoned rail line. A future trailhead would be located at Vail Loop Road.

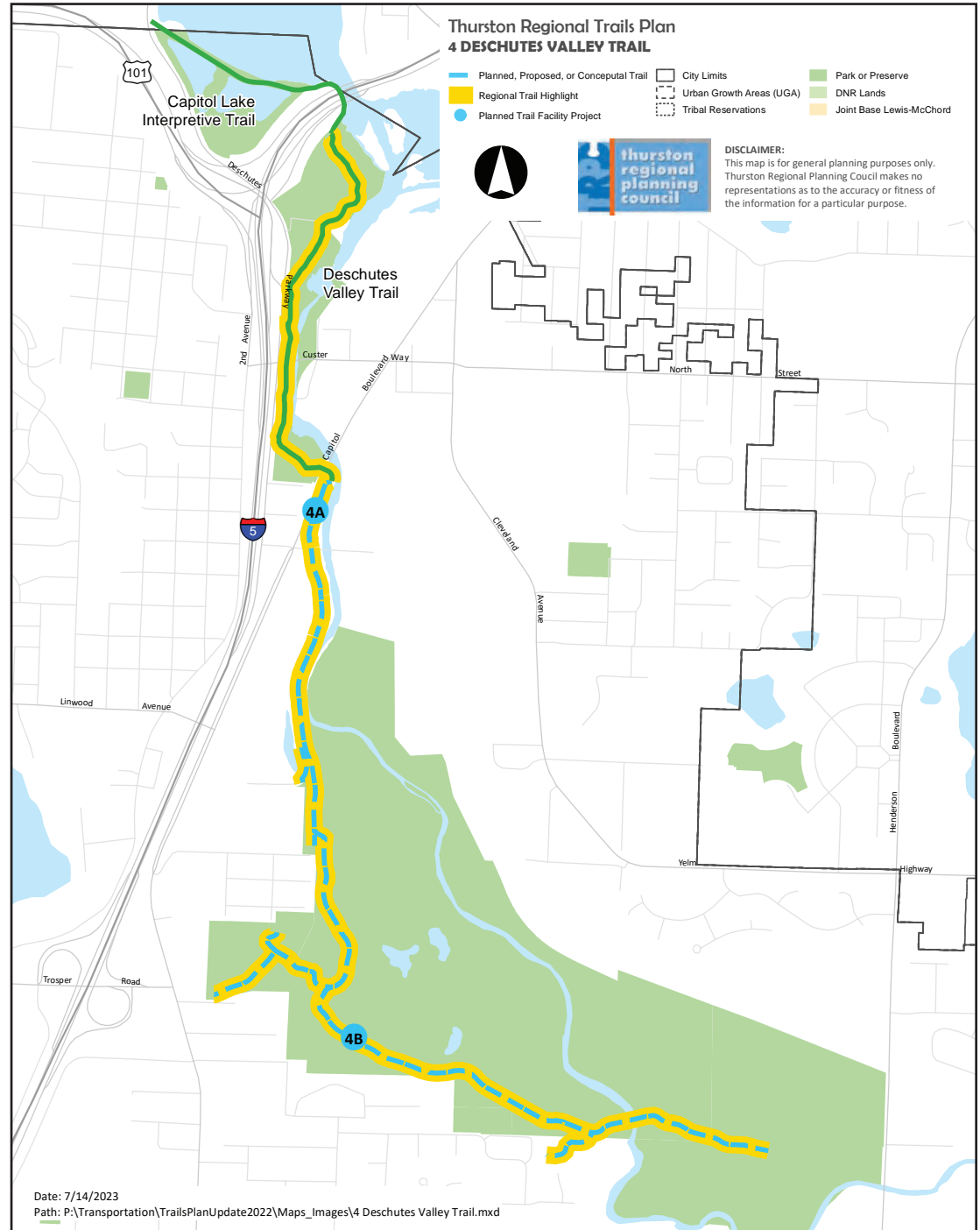
**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Proposed – more than 20 years

**Next Steps:** Feasibility Study

# 4 Deschutes Valley Trail



## Overview

### Trail Sponsors

- City of Tumwater

### Location & Trail Description

The Deschutes Valley Trail currently connects Tumwater Historical Park and Brewery Park at Tumwater Falls. When fully constructed, the 2.6-mile trail will provide key connections to parks, the Tumwater Valley Golf Club, the Deschutes River, and the regional trail network.

### Summary of Projects

| Project ID | Name                            | Project Type                |
|------------|---------------------------------|-----------------------------|
| 4A         | Tumwater Valley Drive Extension | Extension to Existing Trail |
| 4B         | Pioneer Park Extension          | Extension to Existing Trail |

**4A Tumwater Valley Drive Extension**

**Lead:** City of Tumwater

**Description:** Extend the trail approximately 0.15 miles from Brewery Park at Tumwater Falls to Tumwater Valley Drive. This planned project includes installation of historical/interpretive signage, benches, and art.

**Right-of-Way:** Secured

**Cost Estimate:** \$6 million

**Status and Timeline:** Planned – 2026

**Next Steps:** Design and Engineering (underway)

**4B Pioneer Park Extension**

**Lead:** City of Tumwater

**Description:** Extend trail approximately 1.8 miles from Tumwater Valley Drive to Pioneer Park. Includes constructing neighborhood connectors.

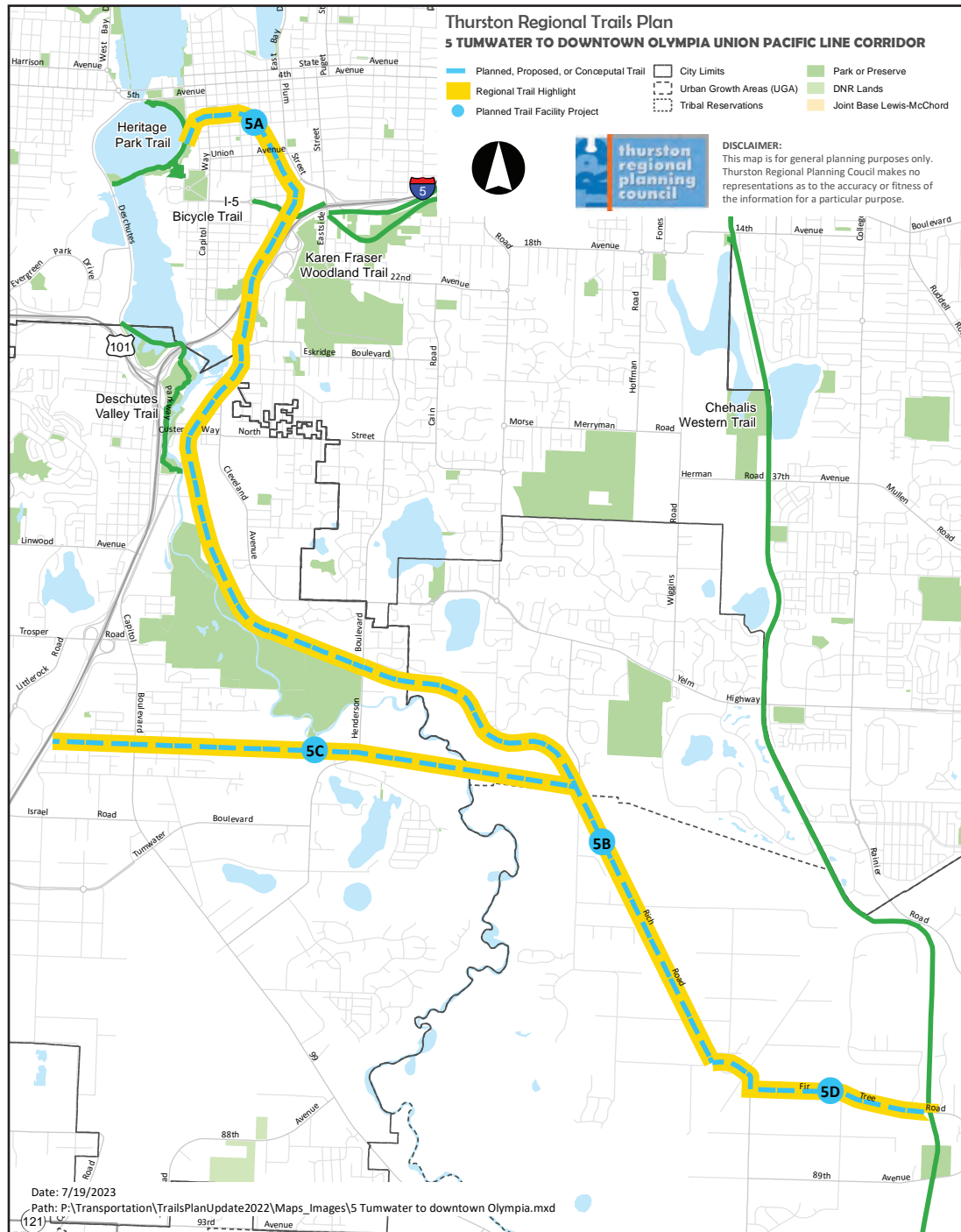
**Right-of-Way:** Secured

**Cost Estimate:** \$8.5 million

**Status and Timeline:** Planned – more than 20 years

**Next Steps:** Design and Engineering

# 5 Tumwater to Downtown Olympia Union Pacific Line Corridor



## Overview

### Trail Sponsors

- City of Olympia
- City of Tumwater
- Thurston County

Note: Some portions of this corridor do not have a trail sponsor.

This conceptual trail corridor would connect downtown Olympia and Tumwater parks and neighborhoods to the Chehalis Western Trail via an active Union Pacific railroad line and an existing Bonneville Power Administration (BPA) easement, adding approximately 8.8 miles of trail to the regional trail network.

## Summary of Projects

| Project ID | Name                            | Project Type       |
|------------|---------------------------------|--------------------|
| 5A         | Downtown Olympia Railroad Trail | New Trail Corridor |
| 5B         | East Olympia Trail              | New Trail Corridor |
| 5C         | BPA Shared Use Path             | New Trail Corridor |
| 5D         | Fir Tree Road Extension         | New Trail Corridor |

**5A Downtown Olympia Railroad Trail**

**Lead:** City of Olympia

**Description:** Conceptual two-mile trail from Heritage Park in downtown Olympia to Tumwater city limits utilizing the existing Union Pacific railroad corridor.

**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Conceptual – more than 20 years

**Next Steps:** Feasibility Study

**5B East Olympia Trail**

**Lead:** City of Tumwater, Thurston County

**Description:** Conceptual 5.4-mile trail connecting the Downtown Olympia Railroad Trail near Governor Stevens Avenue Southeast, through Pioneer Park, and along Rich Road to 83<sup>rd</sup> Avenue Southeast. The trail would be located within the right-of-way of the currently active Union Pacific Railroad corridor.

**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Conceptual – more than 20 years

**Next Steps:** Feasibility Study

**5C BPA Shared Use Path**

**Lead:** City of Tumwater

**Description:** Conceptual 2.9-mile trail between I-5 and the east-west shared-use path along the BPA alignment connecting to Linderson. The trail would be located within the existing BPA easement.

**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Conceptual – more than 20 years

**Next Steps:** Feasibility study

## 5D Fir Tree Road Extension

**Attachment 23.C**

**Lead:** No official leads, however, Thurston County is the most likely project lead.

**Description:** Conceptual trail along Fir Tree Road to close a 1.3-mile gap between the conceptual East Olympia Trail (5B) and the existing Chehalis Western Trail (3) at the Fir Tree Road Trailhead.

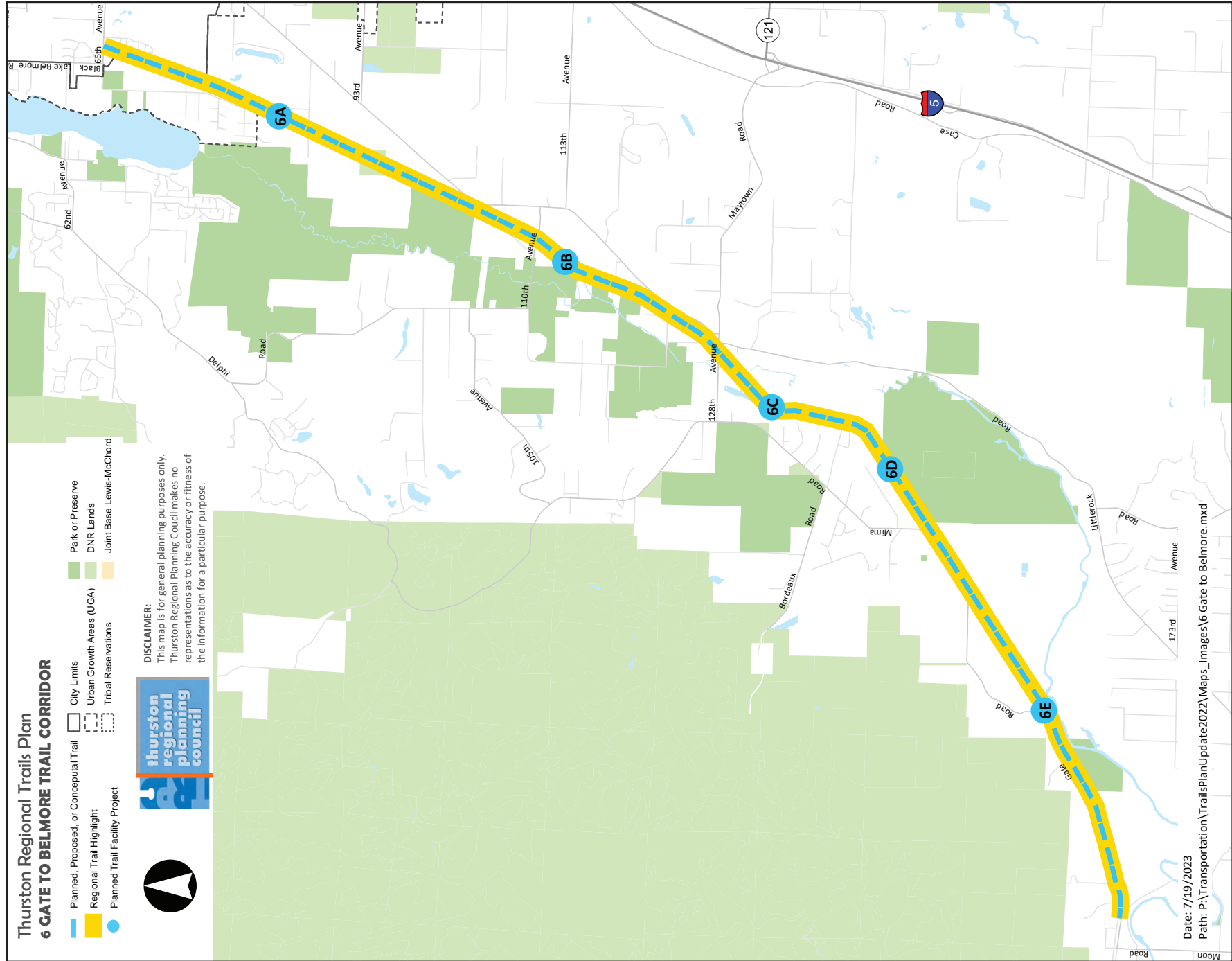
**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Conceptual – more than 20 years

**Next Steps:** Feasibility Study

# 6 Gate Belmore Trail Corridor



**Overview**

**Trail Sponsors**

- Thurston County

**Location & Trail Description**

With right-of-way secured in 1996, this planned trail corridor runs from 66th Avenue Southwest near Kenneydell Park near Tumwater to Gate/Rochester near the junction of Gate Road Southwest and Moon

Road Southwest where a future trail is proposed. The Gate Belmore Trail will add approximately 12.5 miles of trail to the regional trail network. Thurston County plans to develop the two northern phases within the next 10 years, with a third phase to follow.

**Summary of Projects**

| Project ID | Name                                    | Project Type       |
|------------|---|--------------------|
| 6A         | 66th Avenue SW to 88th Avenue SW Trail  | New Trail Corridor |
| 6B         | 88th Avenue SW to 128th Avenue SW Trail | New Trail Corridor |
| 6C         | Littlerock to Glacial Heritage Trail    | New Trail Corridor |
| 6D         | Glacial Heritage Trail                  | New Trail Corridor |
| 6E         | Glacial Heritage to Gate Trail          | New Trail Corridor |

**Planned Projects**

**6A 66th Avenue SW to 88th Avenue SW**

**Lead:** Thurston County

**Description:** Planned 2.1-mile trail between 66<sup>th</sup> Avenue SW and 88<sup>th</sup> Avenue SW within an abandoned railroad corridor. Work will include improving degraded trestles to current standards.

**Right-of-Way:** Secured

**Cost Estimate:** \$1,976,400

**Status and Timeline:** Planned – within 20 years

**Next Steps:** Design and Engineering (2023)

**6B 88<sup>th</sup> Avenue SW to 128th Avenue SW**

**Lead:** Thurston County

**Description:** Planned 4.5-mile trail between 88<sup>th</sup> Avenue SW and 128<sup>th</sup> Avenue SW within an abandoned railroad corridor. Work will include improving four degraded trestles to current standards.

**Right-of-Way:** Secured

**Cost Estimate:** \$4,866,000

**Status and Timeline:** Planned – within 20 years

**Next Steps:** Design and Engineering (2024)

**6C Littlerock to Glacial Heritage Trail**

**Lead:** Thurston County

**Description:** Planned 1.5-mile trail between Littlerock and Prairie Park Lane Southwest within an abandoned railroad corridor.

**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Planned – more than 20 years

**Next Steps:** Design and Engineering

**6D Glacial Heritage Trail**

**Lead:** Thurston County

**Description:** Planned 1.6-mile trail between Prairie Park Lane Southwest and the Glacial Heritage Preserve entrance within an abandoned railroad corridor. Work will include construction of a trailhead including 20 parking spaces, picnic area, and informational signage.

**Right-of-Way:** Secured

**Cost Estimate:** \$1,638,000

**Status and Timeline:** Planned – 2024

**Next Steps:** Design and Engineering (underway)

**6E Glacial Heritage to Gate Trail**

**Lead:** Thurston County

**Description:** Planned 3.9-mile trail between the Glacial Heritage Preserve entrance and Gate within an abandoned railroad corridor. A future trailhead will be located at the Gate end of the trail corridor.

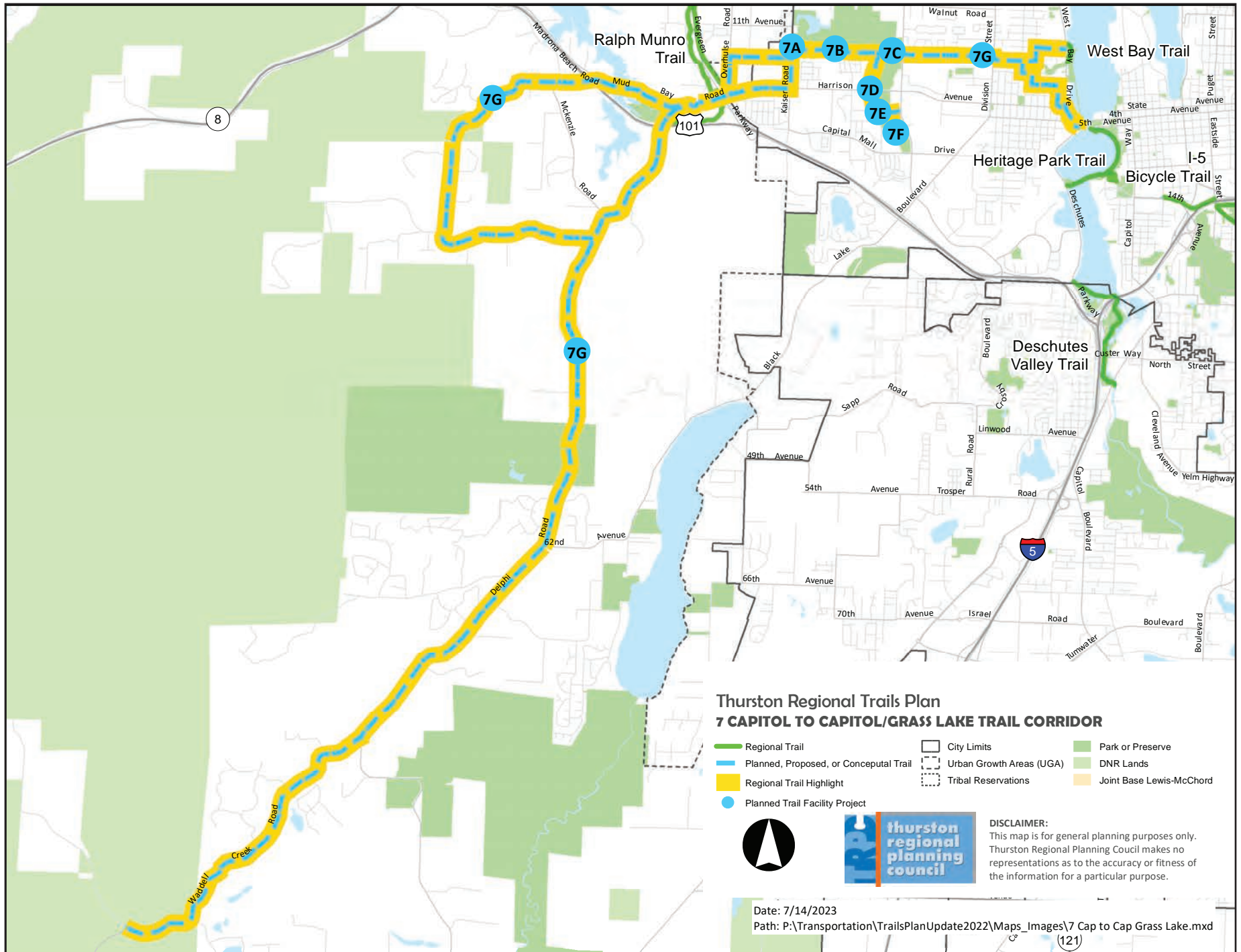
**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Planned – more than 20 years

**Next Steps:** Design and Engineering

# 7 Capitol to Capitol/Grass Lake Trail Corridor



## Thurston Regional Trails Plan 7 CAPITOL TO CAPITOL/GRASS LAKE TRAIL CORRIDOR

- Regional Trail
- Planned, Proposed, or Conceptual Trail
- Regional Trail Highlight
- Planned Trail Facility Project
- City Limits
- Urban Growth Areas (UGA)
- Tribal Reservations
- Park or Preserve
- DNR Lands
- Joint Base Lewis-McChord



**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.

Date: 7/14/2023

Path: P:\Transportation\TrailsPlanUpdate2022\Maps\_Images\7 Cap to Cap Grass Lake.mxd

(121)

**Overview**

**Trail Sponsors**

- City of Olympia

Note: Some portions of this corridor do not have a trail sponsor

State Capitol and the State Capitol Forest, offering connections for northwest Thurston County and west Olympia neighborhoods. The Grass Lake Trail, expected to be constructed in 2024, is a one-mile portion of the Capitol to Capitol Trail.

**Location & Trail Description**

The conceptual Capitol to Capitol Trail would use shared use trails and on-street facilities to create a recreational corridor between the

**Summary of Projects**

| Project ID | Name   | Project Type       |
|------------|--|--------------------|
| 7A         | Trailhead: Kaiser Road                           | System Enhancement |
| 7B         | Grass Lake Trail: Kaiser Road to Harrison Avenue | New Trail Corridor |
| 7C         | Yauger Park Trail: Cooper Point Connection       | New Trail Corridor |
| 7D         | Street Crossing Improvement: Harrison Avenue     | System Enhancement |
| 7E         | Yauger Park Trail: Harrison Avenue Connection    | New Trail Corridor |
| 7F         | Yauger Park Trail: Cooper Point Connection       | New Trail Corridor |
| 7G         | Capitol to Capitol Trail                         | New Trail Corridor |

**7A Grass Lake Trail Trailhead: Kaiser Road**

**Lead:** City of Olympia

**Description:** Construct the Kaiser Road Trailhead at Grass Lake Park, including a paved lot with 10 parking spaces, an informational kiosk, and bike rack.

**Right-of-Way:** Secured

**Cost Estimate:** \$2,835,000 (includes 7A and 7B)

**Status and Timeline:** Planned – 2024

**Next Steps:** Construction

**7B Grass Lake Trail: Kaiser Road to Harrison Avenue**

**Lead:** City of Olympia

**Description:** Construct a one mile paved trail through Grass Lake Nature Park, connecting Kaiser Road to Harrison Avenue NW. The project includes interpretive signage, benches, and a boardwalk over a wetland.

**Right-of-Way:** Secured

**Cost Estimate:** \$2,835,000 (includes 7A and 7B)

**Status and Timeline:** Planned – 2024

**Next Steps:** Construction

**7C Grass Lake Trail: Cooper Point Connection**

**Lead:** City of Olympia

**Description:** Proposed 0.2-mile trail creating a spur from the Grass Lake Trail to Cooper Point Road NW near Conger Avenue NW.

**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Proposed – more than 20 years

**Next Steps:** Feasibility Study

**7D Street Crossing Improvement: Harrison Avenue**

**Lead:** City of Olympia

**Description:** Street crossing at Harrison Avenue that will facilitate a future connection between the Grass Lake Trail and Yauger Park.

**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Planned – within 20 years

**Next Steps:** Design and Engineering

**7E Yauger Park Trail: Harrison Avenue Connection**

**Lead:** City of Olympia

**Description:** Planned 0.3-mile trail connecting the Grass Lake Trail to Alta Street through Yauger Park.

**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Planned – within 20 years

**Next Steps:** Design and Engineering

**7F Yauger Park Trail: Cooper Point Connection**

**Lead:** City of Olympia

**Description:** Planned 0.2-mile trail through Yauger Park to Cooper Point Road SW.

**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Planned – more than 20 years

**Next Steps:** Design and Engineering

**7G Capitol to Capitol Trail**

**Lead:** No official leads, however, Thurston County and the City of Olympia are the most likely project partners.

**Description:** A conceptual system of more than 17 miles of trails, sidewalks, and bike lanes connecting the Washington State Capitol to Capitol Forest. The unplanned section would extend from the Kaiser Road Grass Lake Park Trailhead to Capitol State Forest. A feasibility study would determine the actual alignment of this route.

**Right-of-Way:** Not secured

**Cost Estimate:** n/a

**Status and Timeline:** Conceptual – more than 20 years

**Next Steps:** Feasibility Study

# 8 I-5 Bicycle Trail Corridor



## Overview

### Trail Sponsors

- City of Olympia
- City of Lacey
- Washington State Department of Transportation (WSDOT)

### Location & Trail Description

With 3.5 miles of existing trail and connections to the Karen Fraser Woodland Trail (10), the I-5 Bicycle Trail runs adjacent to Interstate 5 between Cherry Street SE and Martin Way. While the existing trail corridor is owned by the Washington State Department of Transportation (WSDOT), portions of it are maintained by the cities of Olympia and Lacey. Built in the 1980s, the trail surface is reaching the end of its

lifecycle. The City of Olympia and WSDOT are discussing the future of the Olympia segment.

The City of Olympia is planning crossing improvements that will link the regional trails network to other low-stress bicycle facilities in Olympia. WSDOT's [I-5 Tumwater to Mounts Road Planning and Environmental Linkages Study](#) recommends an extension of the I-5 Bicycle Trail from its current eastern terminus in Lacey to Mounts Road in Pierce County. If constructed, the extension would add approximately 9.6 miles of trail. As of 2023, the planning work for the I-5 corridor – including multimodal improvements – is ongoing.

### Summary of Projects

| Project ID | Name   | Project Type                |
|------------|--|-----------------------------|
| 8A         | Street Crossing Improvement: Eastside Street | System Enhancement          |
| 8B         | Street Crossing Improvement: Boulevard Road  | System Enhancement          |
| 8C         | Martin Way to Marvin Road Extension          | Extension to Existing Trail |
| 8D         | Nisqually Delta Crossing                     | Extension to Existing Trail |

**Planned Projects**

**8A Street Crossing Improvement: Eastside Street**

**Lead:** City of Olympia

**Description:** The Eastside Street crossing would provide a link between the I-5 Bicycle Trail and the Karen Fraser Woodland Trail where Eastside Street SE and Wheeler Avenue SE meet.

**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Planned – 2024

**Next Steps:** Design and Engineering (2023)

**8B Street Crossing Improvement: Boulevard Road**

**Lead:** City of Olympia

**Description:** Boulevard Road crossing improvement to expand access to the I-5 Bicycle Trail and the Karen Frasier Woodland Trail, as part of the Boulevard Road Trail Crossing & Bike Corridor project. Includes regrading the eastern entrance of the I-5 Bicycle trail to bring it to current ADA standards. The city is also constructing a crossing improvement at Union Avenue to enhance access to the I-5 Trail.

**Right-of-Way:** Secured

**Cost Estimate:** \$894,000

**Status and Timeline:** Planned – 2023

**Next Steps:** Construction

**8C Martin Way to Marvin Road**

**Lead:** WSDOT

**Description:** In 2022, WSDOT completed a [Planning and Environmental Linkages Study](#) for I-5 from Tumwater to Mounts Road. As part of improvements to the I-5 corridor, this proposed portion of the trail would extend the I-5 Bicycle Trail approximately 4.9 miles from Martin Way to Marvin Road. As of 2023, WSDOT has not identified a specific alignment.

**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Proposed – more than 20 years

**Next Steps:** NEPA Review

## 8D Nisqually Delta Crossing

**Lead:** WSDOT

**Description:** In 2023, WSDOT completed a [Planning and Environmental Linkages Study](#) for I-5 Marvin Road to Mounts Road. As part of improvements to the I-5 crossing of the Nisqually Delta, this proposed portion of the trail would extend the I-5 Bicycle Trail approximately 4.7 miles from Marvin Road in Lacey to Mounts Road in Pierce County. The proposed preliminary alignment would extend along the southbound lanes on the north side of I-5. The proposed trail would be separated from traffic by a concrete barrier.

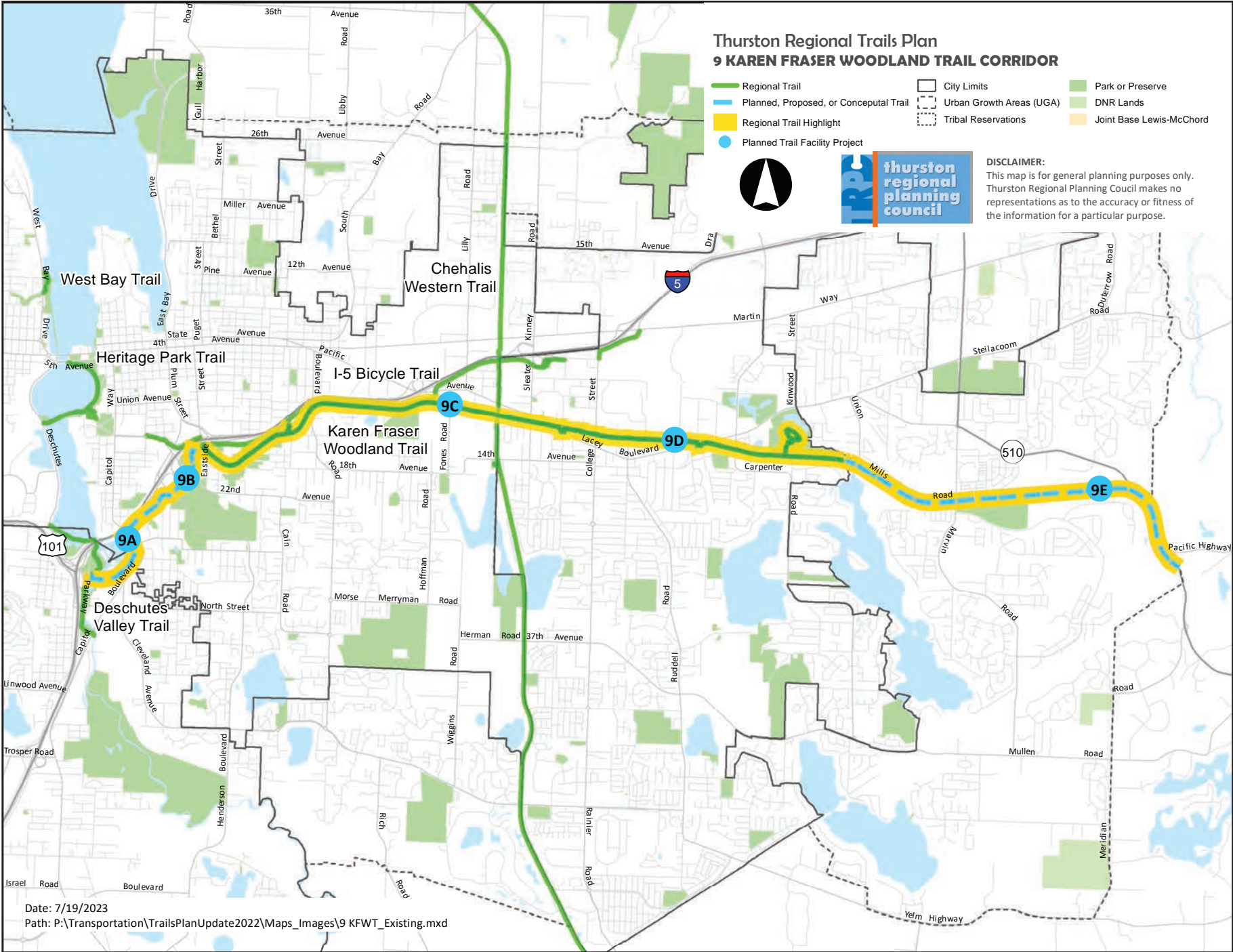
**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Proposed – within 20 years

**Next Steps:** NEPA Review (2023)

# 9 Karen Fraser Woodland Trail Corridor



## Overview

### Trail Sponsors

- City of Lacey
- City of Olympia
- Thurston County

### Location & Trail Description

The Karen Fraser Woodland Trail Corridor includes 5.7 miles of existing trail between Eastside Street SE in Olympia and Woodland Creek Community Park in Lacey. It also offers connection to the Chehalis Western Trail (3) at the HUB Junction. With trailheads at the Lacey Depot and Eastside Street, the

trail has supportive infrastructure including restrooms, informational kiosks, seating, lighting, and trail signage.

Major improvements are planned for the trail system including trail extensions to the east and west of the existing trail. The Lacey Depot, home of the New Lacey Museum and Cultural Center, will provide exhibit and community gathering space adjacent to the trail. Additionally, Olympia plans street crossing improvements in conjunction with the Fones Road Reconstruction Project.

## Summary of Projects

| Project ID | Name  | Project Type                |
|------------|---|-----------------------------|
| 9A         | Olympia Phase 4 Extension Henderson to Tumwater | Extension to Existing Trail |
| 9B         | Olympia Phase 3 Extension Eastside to Henderson | Extension to Existing Trail |
| 9C         | Street Crossing Improvement: Fones Road         | System Enhancement          |
| 9D         | Trailhead: Lacey Depot Park                     | System Enhancement          |
| 9E         | Lacey Phase 3 Extension                         | Extension to Existing Trail |

**9A Olympia Phase 4 Extension Henderson to Tumwater**

**Lead:** City of Olympia

**Description:** Extend the trail west from Henderson Blvd. to Tumwater Historical Park. The city of Olympia completed an alternatives analysis in 2014.

**Right-of-Way:** Not Secured

**Cost Estimate:** \$25 million

**Status and Timeline:** Planned – more than 20 years

**Next Steps:** Design and Engineering

**9B Olympia Phase 3 Extension Eastside to Henderson**

**Lead:** City of Olympia

**Description:** Extend the existing Karen Fraser Woodland Trail from its western terminus at Eastside Street to Henderson Boulevard. The Phase III Feasibility Final Report includes several route alignments under consideration for the connection.

**Right-of-Way:** Secured

**Cost Estimate:** \$4.5 million

**Status and Timeline:** Planned – within 20 years

**Next Steps:** Design and Engineering

**9C Street Crossing Improvement: Fones Road**

**Lead:** City of Olympia

**Description:** New crossing improvements for the trail at Fones Road, as part of the \$17.8 million Fones Road Reconstruction Project

**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Planned – 2024

**Next Steps:** Construction

**9D Trailhead: Lacey Depot Park - Museum and Cultural Center**

**Lead:** City of Lacey

**Description:** Construct a new trailhead as part of the \$17.7 million Lacey Depot Museum and Cultural Center project.

**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Planned – 2026

**Next Steps:** Construction

**9E Lacey Phase 3 Extension**

**Lead:** Thurston County (trail development), City of Lacey (maintenance)

**Description:** Proposed three-mile extension from Woodland Creek Community Park to SR 510. Includes paving the existing gravel trail through the park.

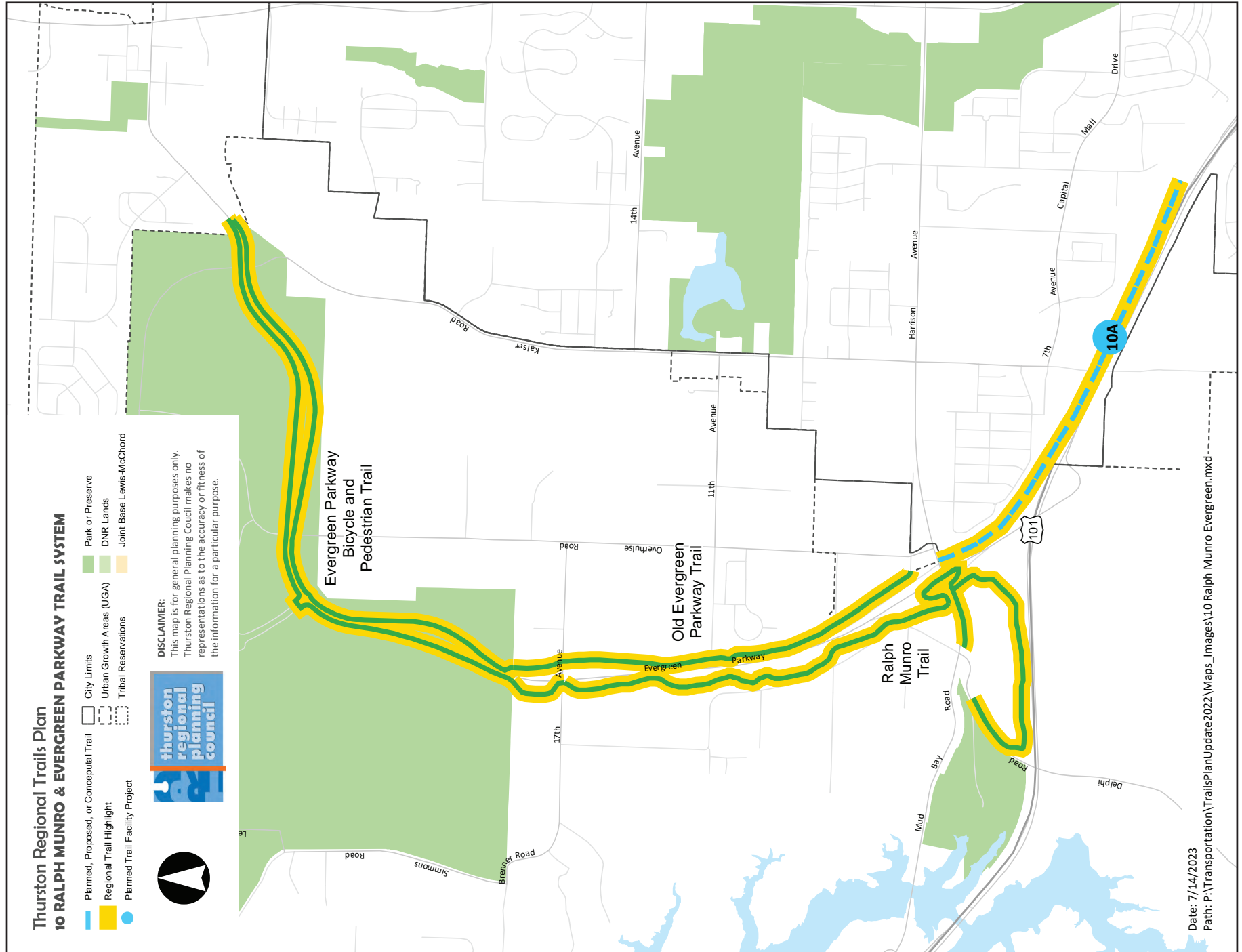
**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Proposed – within 20 years

**Next Steps:** ROW Acquisition

# 10 Ralph Munro & Evergreen Parkway Trail System



Date: 7/14/2023  
 Path: P:\Transportation\TrailsPlanUpdate2022\Maps\_Images\10 Ralph Munro Evergreen.mxd

**Overview**

**Trail Sponsors**

- The Evergreen State College
- Thurston County
- City of Olympia
- Washington State Department of Transportation (WSDOT)

miles of shared use trails. Three connected trails make up this system: the Evergreen Parkway Bicycle and Pedestrian Trail, the Old Evergreen Parkway Trail, and the Ralph Munro Trail. The trails include wildlife ponds, woodlands, and a jersey barrier separated crossing along the Evergreen Parkway Bridge to travel across Harrison Avenue/ Mud Bay Road.

**Location & Trail Description**

This trail system provides residents of northwest Olympia and unincorporated Thurston County access to nearly seven

**Summary of Projects**

| Project ID | Name              | Project Type       |
|------------|-------------------|--------------------|
| 10D        | Highway 101 Trail | New Trail Corridor |

## 10D Highway 101 Trail

[Attachment 23.C](#)

**Lead:** City of Olympia, WSDOT

**Description:** Proposed 1.1-mile trail connecting Harrison Avenue NW to Kaiser Road NW along the US 101 right-of-way. In combination with existing trails and on-street facilities, the Highway 101 Trail could create an active transportation route between The Evergreen State College and South Puget Sound Community College.

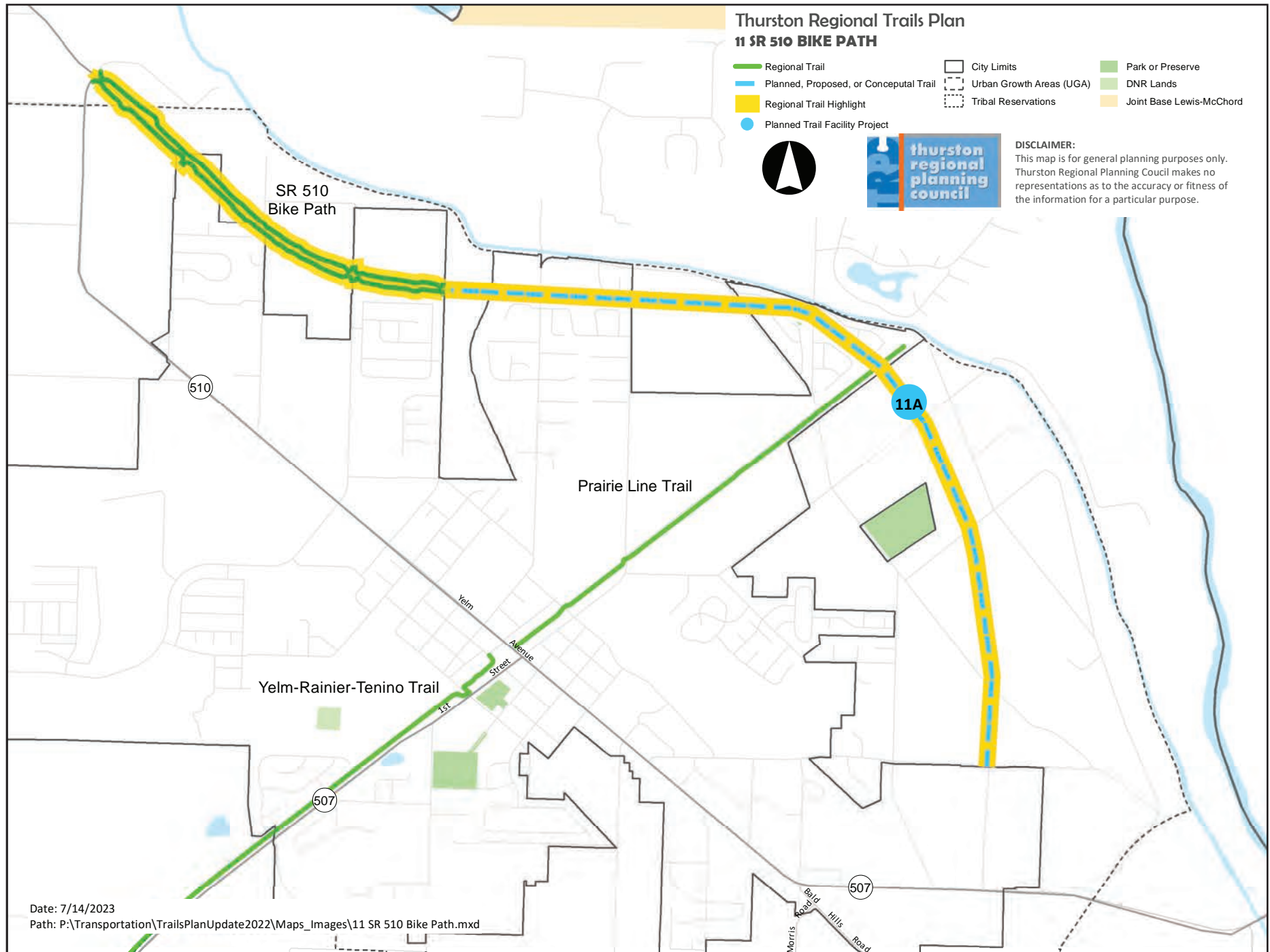
**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Proposed – more than 20 years

**Next Steps:** Feasibility study

# 11 SR 510 Bike Path



### Overview

#### Trail Sponsors

- Washington State Department of Transportation (WSDOT)

#### Location & Trail Description

The SR 510 Bike Path consists of two 1.2-mile shared use trails on both sides of the Yelm SR 510 Bypass. As part of the completion of the Yelm SR 510 Bypass, the trail will extend approximately 2.8 miles to

SR 507. Once completed, the trail extension will offer connection to the existing Yelm-Rainier-Tenino Trail (16) and the future extension of the Prairie Line Trail from Yelm to Roy (15).

### Summary of Projects

| Project ID | Name                     | Project Type                |
|------------|--------------------------|-----------------------------|
| 11A        | SR 510 Phase 2 Extension | Extension to Existing Trail |

**11A SR 510 Bicycle Extension to SR 507**

**Lead:** WSDOT

**Description:** Planned 2.8-mile extension of the shared use trails along the planned extension of SR 510 Yelm Loop. The project is part of the larger [SR 510 Yelm Loop](#) project.

**Right-of-Way:** Secured

**Cost Estimate:** \$1.2 million.

**Status and Timeline:** Planned – 2026

**Next Steps:** Construction

# 12 Washington State Capital Campus and Lake Trail System



**Overview**

**Trail Sponsors**

- Washington Department of Enterprise Services (DES)

**Location & Trail Description**

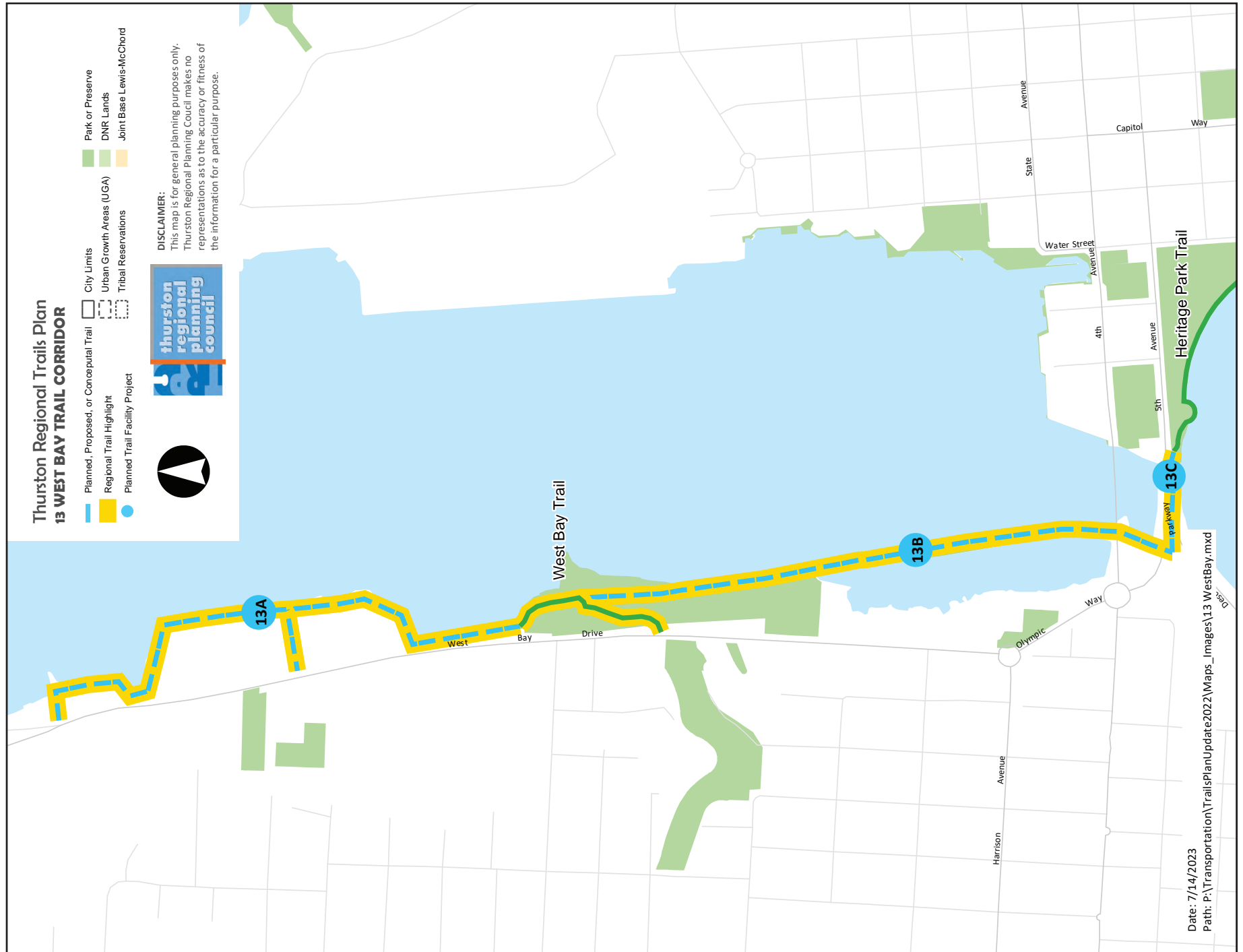
Capitol Lake is a popular destination for people walking and bicycling for recreation and fitness during all seasons of the year. Three trails make up this system: the

Heritage Park Trail, the Capitol Switchback Trail, and the Capitol Lake Interpretive Trail. As future planned and proposed trails become a reality, the Capitol Lake facilities will become a major hub for regionally significant trails.

**Planned Projects Summary**

No projects are planned at this time.

# 13 West Bay Trail Corridor



**Overview**

**Trail Sponsors**

- City of Olympia

Eventually, the West Bay Trail will extend both north and south along the waterfront, connecting residents in West Olympia and Schneider Hill to downtown Olympia.

**Location & Trail Description**

Only 0.2 miles of the West Bay Trail Corridor currently exists. The trail runs through West Bay Park, meandering along the waterfront.

**Summary of Projects**

| Project ID | Name                          | Project Type                |
|------------|-------------------------------|-----------------------------|
| 13A        | Schneider Hill Road Extension | Extension to Existing Trail |
| 13B        | 5th Avenue Extension          | Extension to Existing Trail |
| 13C        | Heritage Park Connection      | Extension to Existing Trail |

**13A Schneider Hill Road Extension**

**Lead:** City of Olympia

**Description:** Proposed 0.6-mile trail extending the West Bay Trail north from West Bay Park to Schneider Hill Road. Trail development will occur when waterfront properties owned by the Port of Olympia and private landowners are redeveloped.

**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Proposed – more than 20 years

**Next Steps:** Design and Engineering

**13B 5th Avenue Extension**

**Lead:** City of Olympia

**Description:** Planned 0.6-mile trail utilizing an abandoned railroad corridor that will connect the existing trail at West Bay Park to the 5<sup>th</sup> Avenue bridge. The 2019 *West Bay Park Recreation, Trail & Habitat Restoration Analysis Report* identifies three possible trail alignments.

**Right-of-Way:** Secured

**Cost Estimate:** \$46 million

**Status and Timeline:** Planned – within 20 years

**Next Steps:** Design and Engineering

**13C Heritage Park Connection**

**Lead:** City of Olympia

**Description:** Planned 0.1-mile trail connecting Heritage Park to West Bay Park with improvements along 5<sup>th</sup> Avenue.

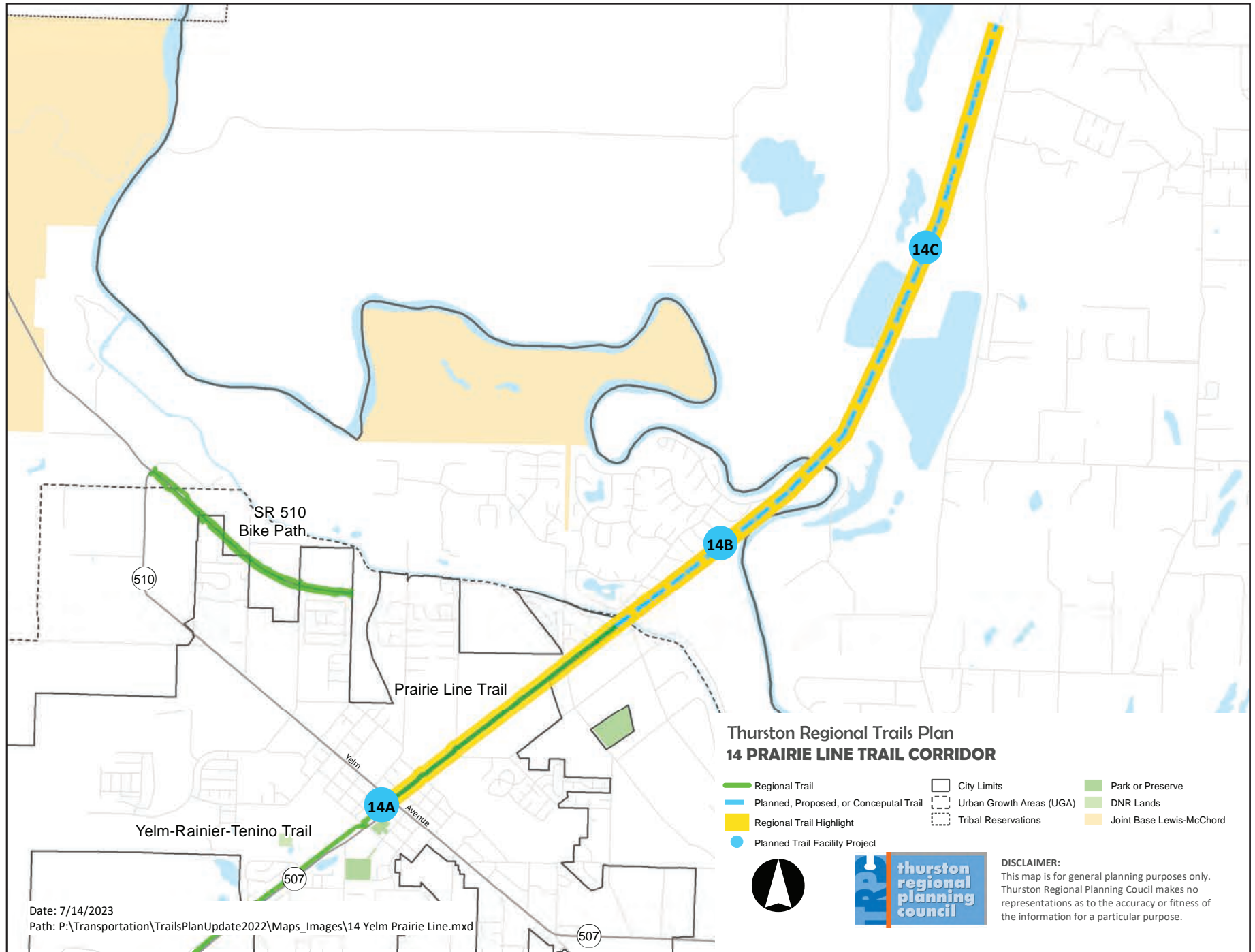
**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Planned – within 20 years

**Next Steps:** Design and Engineering

# 14 PR Prairie Line Trail Corridor



**Overview**

**Trail Sponsors**

- City of Yelm
- Pierce County

cities of Yelm in Thurston County and Roy in Pierce County. The facility includes a trailhead near the intersection of 1<sup>st</sup> Street NE and Railway Road SE.

**Location & Trail Description**

The 1.4 miles of the Prairie Line Trail begins in downtown Yelm at West Yelm Avenue (SR 510). The trail will eventually connect the

**Summary of Projects**

| Project ID | Name                        | Project Type                |
|------------|-----------------------------|-----------------------------|
| 14A        | Prairie Line Trail Overpass | System Enhancement          |
| 14B        | Yelm Extension              | Extension to Existing Trail |
| 14C        | Roy Extension               | Extension to Existing Trail |

**14A Prairie Line Trail Overpass**

**Lead:** City of Yelm

**Description:** Planned 0.1-mile of trail consisting of a pedestrian and bicycle bridge over Yelm Avenue/SR 510. The overpass would connect the Prairie Line Trail and the Yelm-Rainier-Tenino Trail system. The new connection would be a midblock trail crossing on 1st Street at the Yelm Skatepark.

**Right-of-Way:** Secured

**Cost Estimate:** \$1,765,300

**Status and Timeline:** Planned – more than 20 years

**Next Steps:** Design and Engineering

**14B Yelm Extension**

**Lead:** City of Yelm

**Description:** Planned 1.3-mile trail extending the Prairie Line Trail from existing terminus at 91<sup>st</sup> Avenue Southeast to the Nisqually River Bridge Crossing along the former railroad corridor. The project includes signage and decking, railing, and creating a viewpoint on the existing former railroad bridge.

**Right-of-Way:** Partially Secured

**Cost Estimate:** \$2.2 million. \$570,789 funding secured.

**Status and Timeline:** Planned – within 20 years

**Next Steps:** Design and Engineering

**14C Roy Extension**

**Lead:** Pierce County

**Description:** Proposed 2.3-mile trail extension from the Nisqually River to the city of Roy in Pierce County.

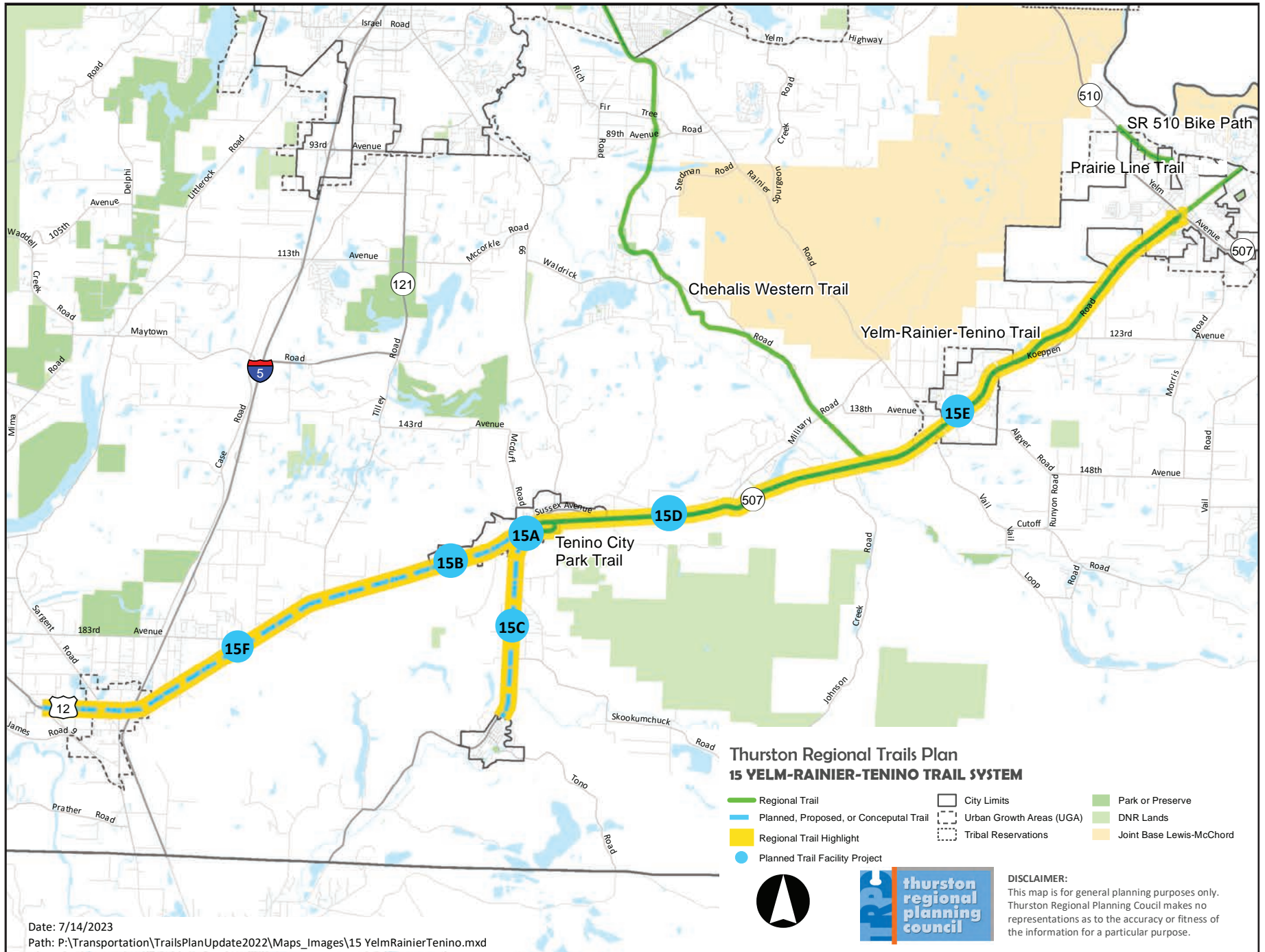
**Right-of-Way:** Not Secured

**Cost Estimate:** \$600,000

**Status and Timeline:** Proposed – 2026

**Next Steps:** Design and Engineering (2024)

# 15 Yelm-Rainier-Tenino Trail System



## Overview

### Trail Sponsors

- City of Tenino
- Thurston County

Note: Some portions of this corridor do not have a trail sponsor.

the Tenino City Park Trail. The Yelm-Rainier-Tenino Trail intersects the Chehalis Western Trail about two miles west of Rainier, linking the south county communities to north county destinations in Lacey, Olympia, and Tumwater.

### Location & Trail Description

The Yelm-Rainier-Tenino Trail corridor consists of 14.5 miles of trail connecting the cities of Yelm, Rainier, and Tenino and

### Summary of Projects

| Project ID | Name  | Project Type                |
|------------|---|-----------------------------|
| 15A        | Crowder Road Extension                        | Extension to Existing Trail |
| 15B        | West Tenino Extension                         | Extension to Existing Trail |
| 15C        | Bucoda Extension                              | Extension to Existing Trail |
| 15D        | Street Crossing Improvement: SR 507           | System Enhancement          |
| 15E        | Restroom: Wilkowski Park Restroom Replacement | System Enhancement          |
| 15F        | Grand Mound Extension                         | Extension to Existing Trail |

**15A Crowder Road Extension**

**Lead:** Thurston County

**Description:** Planned 0.24-mile trail extension from Tenino City Park to Crowder Road.

**Right-of-Way:** Secured

**Cost Estimate:** \$352,000

**Status and Timeline:** Planned – 2024

**Next Steps:** Construction

**15B West Tenino Extension**

**Lead:** City of Tenino

**Description:** Planned 1.8-mile trail connecting West Tenino to a future extension of the Yelm-Rainier-Tenino Trail. A preferred alignment for the trail has been identified.

**Right-of-Way:** Secured

**Cost Estimate:** \$2.23 million

**Status and Timeline:** Planned – within 20 years

**Next Steps:** Design and Engineering (2025)

**15C Bucoda Extension**

**Lead:** Thurston County

**Description:** Planned 3.6-mile trail connecting the city of Tenino and the town of Bucoda. The preferred alignment to Bucoda extends the trail south to Crowder Road and then runs parallel to the road with a five-foot vegetated barrier. The route crosses 184th Avenue at Crowder Road and continues south to Bucoda along the east side of the BNSF Railway mainline railroad.

**Right-of-Way:** Not Secured

**Cost Estimate:** \$4.2 million

**Status and Timeline:** Planned – more than 20 years

**Next Steps:** Design and Engineering

**15D Street Crossing Improvement: SR 507**

**Lead:** Thurston County

**Description:** To improve safety, create a signalized trail crossing on SR 507 near Military Road SE.

**Right-of-Way:** Secured

**Cost Estimate:** n/a

**Status and Timeline:** Planned – more than 20 years

**Next Steps:** Design and Engineering

**15E Restroom: Wilkowski Park Restroom Replacement**

**Lead:** Thurston County

**Description:** Replace existing restrooms at the Wilkowski Park trailhead in Rainier.

**Right-of-Way:** n/a

**Cost Estimate:** \$550,000

**Status and Timeline:** Planned – 2024

**Next Steps:** Construction

**15F Grand Mound Extension**

**Lead:** n/a

**Description:** Conceptual 7.8-mile trail connecting the proposed Rochester Grand Mound Trail and the proposed West Tenino Extension of the Yelm-Rainier-Tenino Trail. The Grand Mound Extension would help create a loop route between north and south Thurston County by closing a gap in the regional trail network.

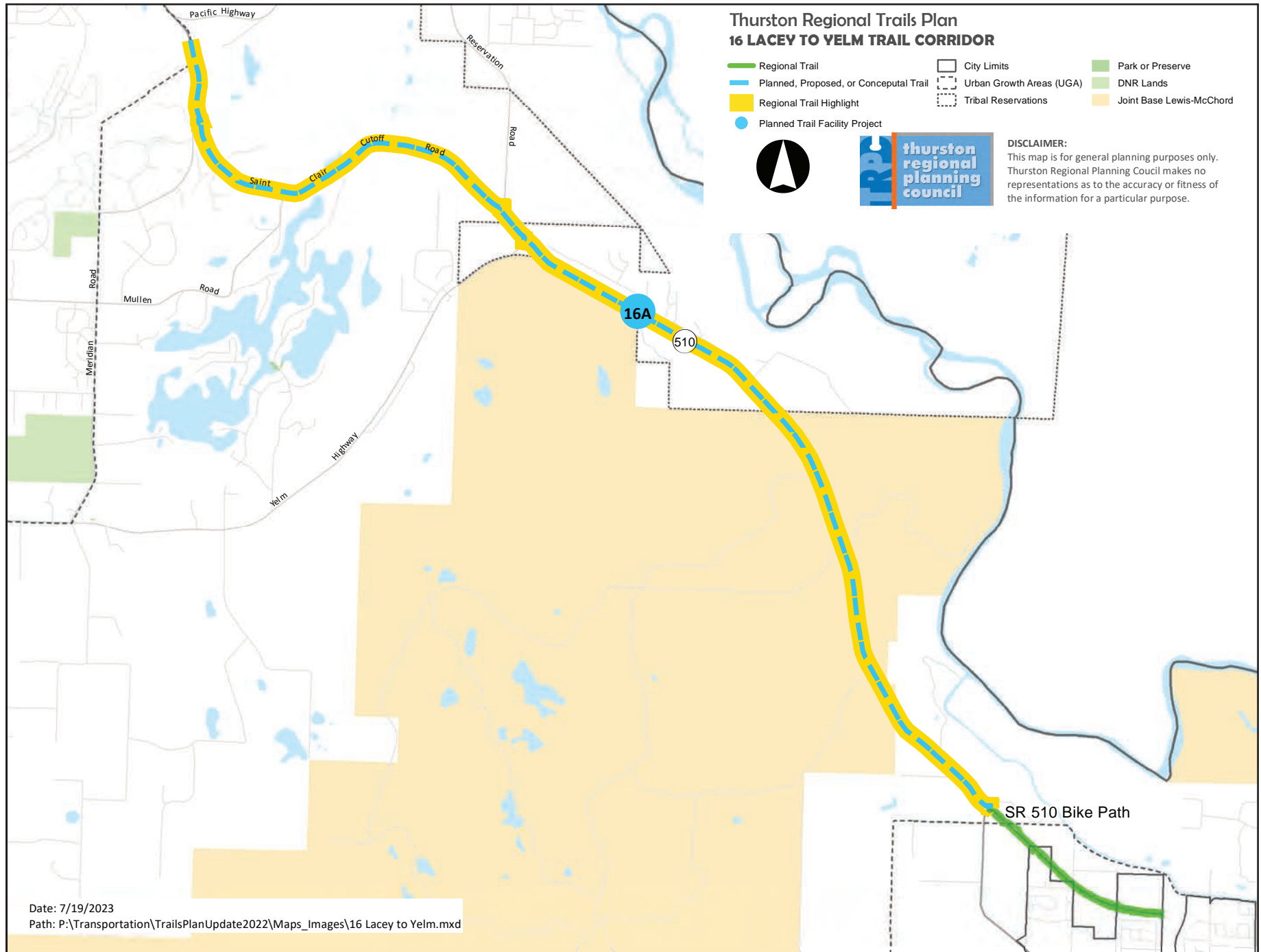
**Right-of-Way:** Not Secured

**Cost Estimate:** n/a

**Status and Timeline:** Conceptual – more than 20 years

**Next Steps:** Feasibility Study

# 16 Lacey to Yelm Trail Corridor



**Overview**

**Trail Sponsors**

There are no official leads, however the Nisqually Indian Tribe, Thurston County, Joint Base Lewis McChord, and WSDOT are the most likely project partners.

**Location & Trail Description**

Just over seven miles separate the southern terminus of the conceptual Lacey Phase 3 Extension (10E) of the Karen Fraser Woodland Trail and the northern terminus

of the SR 510 Bike Path in Yelm (12). This proposed connector would close the gap and connect the two trails along SR 510 and connect the Nisqually Reservation to the regional trail network.

The Lacey-Yelm Connector Trail would create a loop route between the Yelm-Rainier-Tenino Trail, the Karen Fraser Woodland Trail, and the Chehalis Western Trail by closing a gap in the regional trail network.

**Summary of Projects**

| Project ID | Name                       | Project Type       |
|------------|----------------------------|--------------------|
| 16         | Lacey-Yelm Connector Trail | New Trail Corridor |

## 16 Lacey-Yelm Connector Trail

[Attachment 23.C](#)

**Lead:** There are no official leads, however the Nisqually Indian Tribe, Thurston County, JBLM, and WSDOT are the most likely project partners.

**Description:** Conceptual trail to close the gap between the conceptual Lacey Phase 3 Extension (10E) and the existing SR 510 Bike Path.

**Right-of-Way** Not secured

**Cost Estimate:** n/a

**Status and Timeline:** Conceptual – more than 20 years

**Next Steps:** Feasibility Study



