

GATE-BELMORE TRAIL CONNECTIVITY STUDY

STPUS-2034(070)

Thurston County Public Works

January 2020



THURSTON COUNTY

WASHINGTON

SINCE 1852

INTRODUCTION

Thurston County Public Works has three established trails - Chehalis Western Trail, Yelm-Tenino Trail, and the Munro Trail. The 21-mile Chehalis Western Trail runs from northern Thurston County, near Woodard Bay, south to Highway 507, between the City of Tenino and the Town of Rainier, where it intersects with the Yelm-Tenino Trail. The 14.5-mile Yelm-Tenino Trail provides runs east-west along the adjacent to Highway 507 connecting Yelm, Rainier and Tenino. The 1.5 mile Munro Trail connects Mud Bay Road to the Evergreen State College campus. Combined, these represent 37 miles of developed trail that are heavily used throughout the year for recreation and as an alternative transportation network. The county also owns an additional 18.5 miles of undeveloped trail including 4.5 miles along the Chehalis Western Trail and 14 miles of the proposed Gate-Belmore Trail.

To keep pace with the growing need for trails, over the next 10 years Thurston County is planning a new trail corridor to link the northwest portion of the county to the southwest. Called the Gate-Belmore Trail, the county seeks to construct, repurpose, and connect unused rail lines, shared-use pathways, and bicycle lanes into a new regional trail.

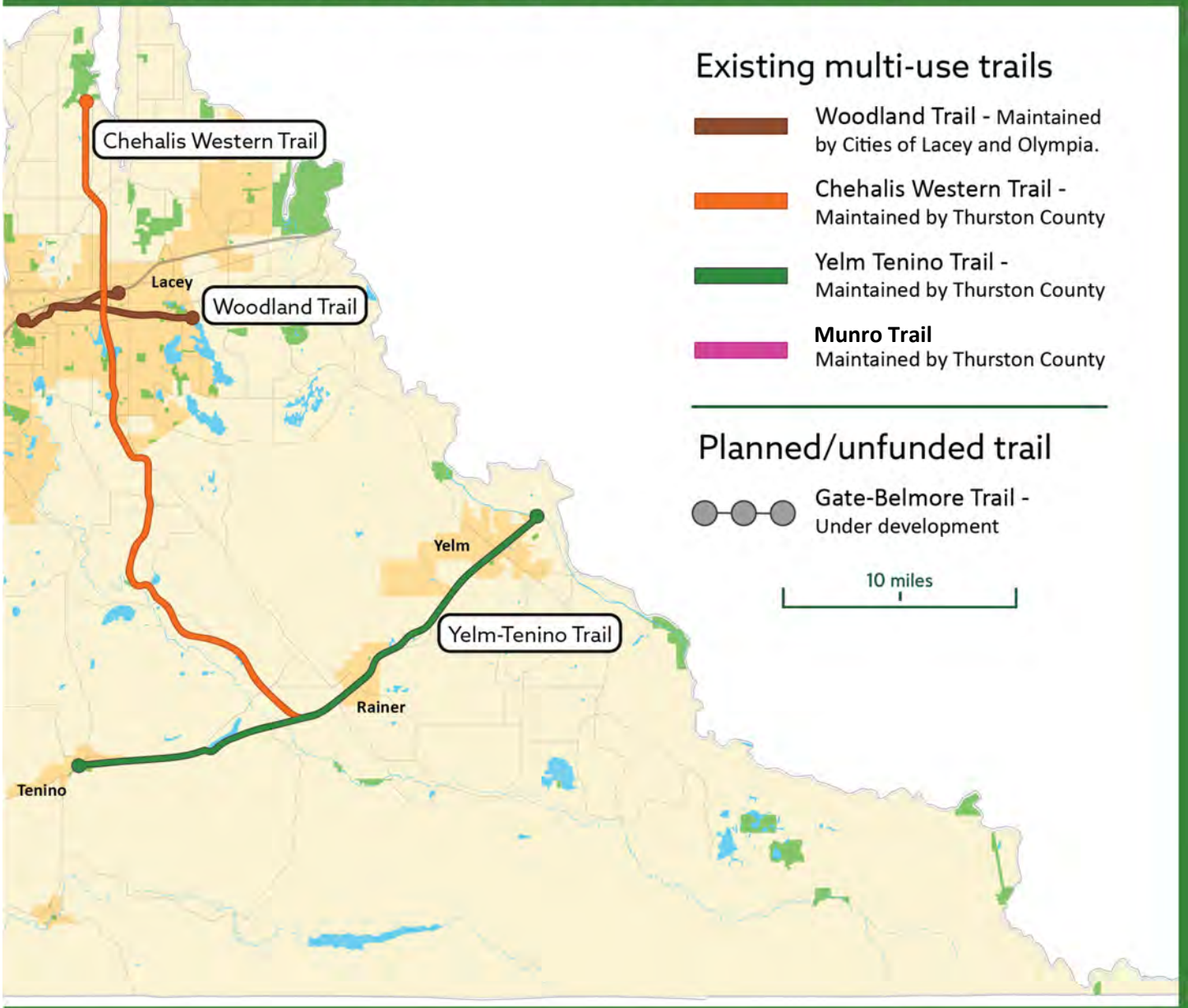


Gate-Belmore Trail highlights

Once complete, the Gate-Belmore trail will provide access to numerous sites, including:

- Thurston County's Kenneydell Park.
- U.S. Department of Fish & Wildlife's Black River Wildlife Refuge.
- Mima Mounds National Natural Landmark.
- Washington Department of Natural Resources' Capitol Forest.
- Washington Department of Fish & Wildlife's Scatter Creek Wildlife Area.
- Thurston County's Glacial Heritage Preserve.
- The Confederated Tribes of the Chehalis Reservation and Rochester.

IN THURSTON COUNTY



Neighborhoods adjacent to the trail each have a unique history and community amenities that can be connected and enhanced through the creation of the Gate-Belmore Trail.

History of proposed trail area

In 1891 the Tacoma, Olympia, and Grays Harbor Railroad completed a rail line that ran from Montesano to Olympia. This includes the stretch between the historic logging community of Gate (in the south) and Belmore (in the north). In 1892 these railroads merged with the Yakima Pacific Railroad to become the United Railways of Washington. United Railways was sold to Northern Pacific Railroad in 1898. Great Northern, the Burlington Route, Northern Pacific, and the Spokane, Portland, and Seattle Railroads merged in 1972 to become the

2007

The Thurston Regional Planning Council (TRPC) included the Gate-Belmore Trail in the 2007 Thurston Regional Trails Plan¹. To realize the goal of developing the Gate-Belmore Trail into a regionally-significant bicycle and pedestrian pathway, the TRPC recommended the county pursue the following:

1. *“Thurston County should continue to pursue additional railroad ROW of this corridor as opportunities arise.”*
2. *“Thurston County should consider design features for equestrian use of trailheads and along the corridor.”*
3. *“...the county should consider developing a trailhead on the county-owned 13-acre parcel at the southern terminus of this trail.”*

2013

Thurston County Public Works secured a Federal Surface Transportation grant, in 2013, in order to begin planning efforts towards realizing the Gate-Belmore Trail. The grant enabled the county to identify ways the trail could improve connectivity between schools, businesses, parks, neighborhoods, and tribal communities. In addition, the county was able to plan for future acquisition of railroad right-of-way along the proposed corridor.

2016

Due to the proximity of the Black River National Wildlife Refuge, Thurston County Public Works began discussions with the U.S. Department of Fish & Wildlife to develop a portion of the trail through the refuge that would provide the only public access to these protected national lands. This collaboration led to a Federal Land Access Program (FLAP) grant application in 2016. Unfortunately, the application for this highly-competitive grant was not selected. However, the county remains optimistic for future FLAP grant funding and connecting county residents and visitors to the beauty of this wildlife refuge.

2017

In 2017, the county acquired an additional 1.43 miles of railroad corridor north of the original 1996 purchase. This satisfies TRPC’s first recommendation in the Thurston Regional Trails Plan.

2019

The county completed a community outreach program to gather public input on southern expansion routes. The program included community surveys, a presentation at a public meeting and the creation of print and online informational materials about the Gate-Belmore trail.

2020

The county completed a geotechnical investigation of bridges along the rail line.

1. The Thurston Regional Trails Plan is available at trpc.org/309/Thurston-Regional-Trails-Plan.

TRAIL SECTIONS

The following pages give a detailed view of the Gate-Belmore Trail corridor - it's opportunities, funding needs, and possible expansion routes at the south end.

The trail is organized (north to south) into three existing sections:

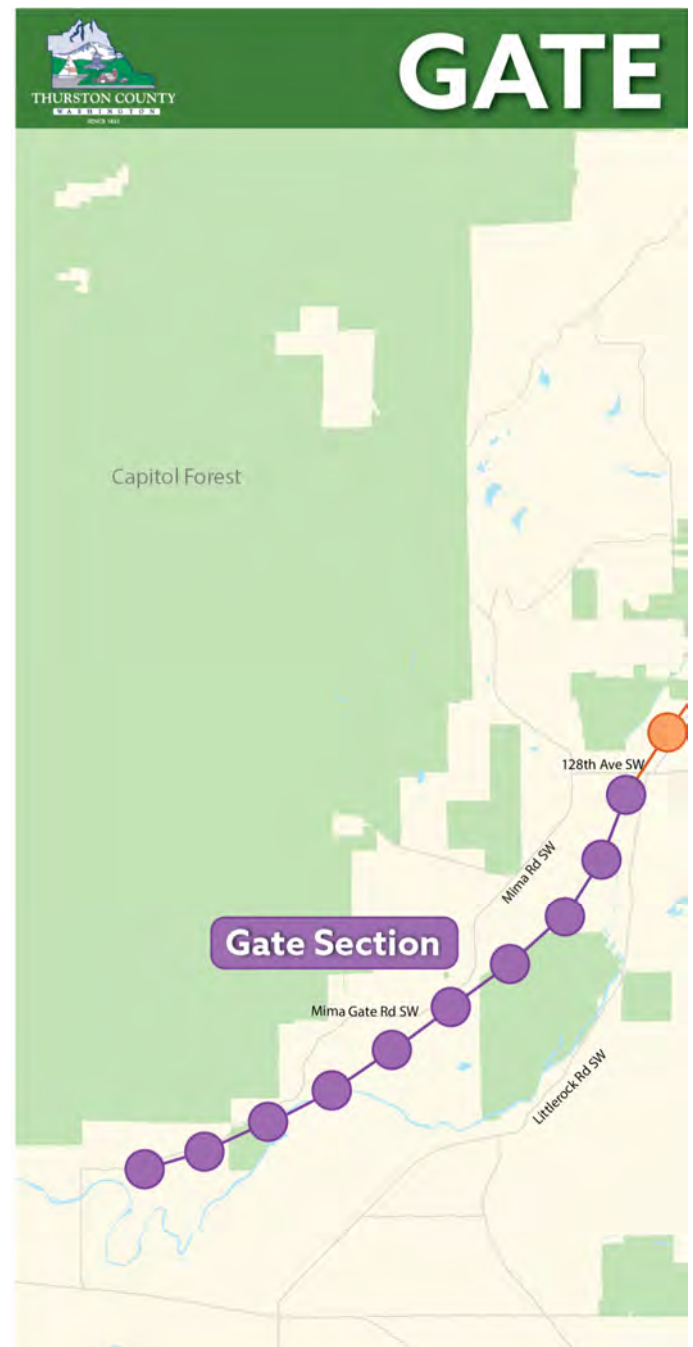
- **Belmore section** which runs from 66th Avenue SW to 81st Avenue SW. This section starts in the City of Tumwater.
- **Black River section** which runs from 81st Avenue SW to 128th Avenue SW. This section runs through unincorporated Thurston County and parallel to the U.S. Department of Fish & Wildlife's Black River Wildlife Refuge.
- **Gate section** which from 128th SW along Littlerock Road to the intersection of Mima Gate Road SW and Holm Road SW. This section runs through a predominately rural part of unincorporated Thurston County.

At the end of the Gate section are multiple expansion route options to further connect people to their community, economy, and environment.

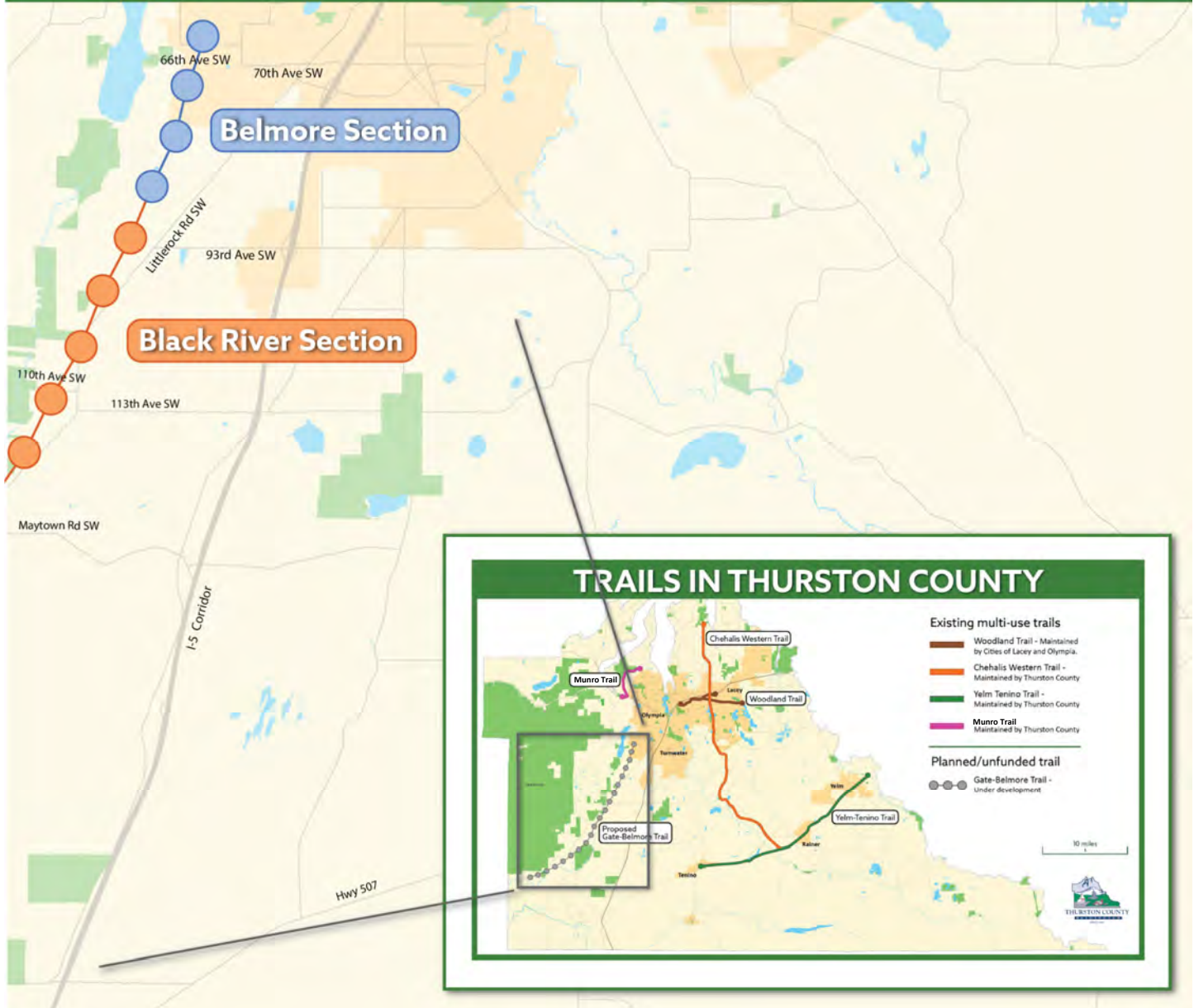
Further studies are needed to define the environmental and engineering considerations around the possible expansion routes and their effects on cost.

Route determination

Trail routes were determined by collaboration with community leaders and local planners, compatibility with county and regional planning goals, and evaluation of pedestrian safety, community connectivity, county ownership potential, environmental sensitivity, aesthetics, and ease of access.



-BELMORE TRAIL SECTIONS



Community outreach

Community feedback is an integral and iterative process in the development of the Gate-Belmore Trail. Limited land availability curtailed community decision-making in the acquisition process of the existing trail corridor. However, community engagement in the identification of trail connectivity options and user amenities will be critical for each section of the trail. Possible expansion routes at the southern end of the trail were identified in collaboration with community leaders, the Confederated Tribes of the Chehalis Reservation, local jurisdictions, and regulatory agencies. Broader community engagement will occur prior to finalizing any southern expansion route.

Belmore section



Gate-Belmore trail south of 66th Ave. SW.

Description

This 1.6 mile route begins on the converted rail line corridor north of 66th Avenue SW, in the City of Tumwater, and continues to the intersection at Fairview Road SW, in Olympia. The Belmore section of the Gate-Belmore trail provides users with views and access to urban and residential community amenities and features.

Current features

- Thurston County's Kenneydell Park, with picnic shelters and a public swimming area, is adjacent to trailhead.
- Several communities line both sides of the trail corridor. Local residents are already using the gravel trail corridor regularly.
- Black Hills Elementary, Cornerstone Christian School, and AG West Black Hill High School are adjacent to trail corridor.
- Easy accessibility to and from nearby commercial and professional business centers.
- Multi-modal opportunities along 70th Avenue SW to Israel Road SW
- Near Tumwater City Hall and the Timberland Library.
- Two seasonal streams, with wetland areas, cross the trail corridor.
- Protected wildlife areas.

Funding needs

User safety

- The trail corridor needs to be graded and topped with compact gravel or several inches of asphalt.
- Two 40-50 foot bridges need to be replaced. The bridges are creosote treated timber trestles that have deteriorated over time. Pre-fabricated bridges could be used to reduce construction costs, ensure consistency of design along the trail corridor, and help improve water quality and natural water flow.
- Bollards need to be installed at street crossings to prevent unauthorized vehicles from



One of two bridges in need of replacement.

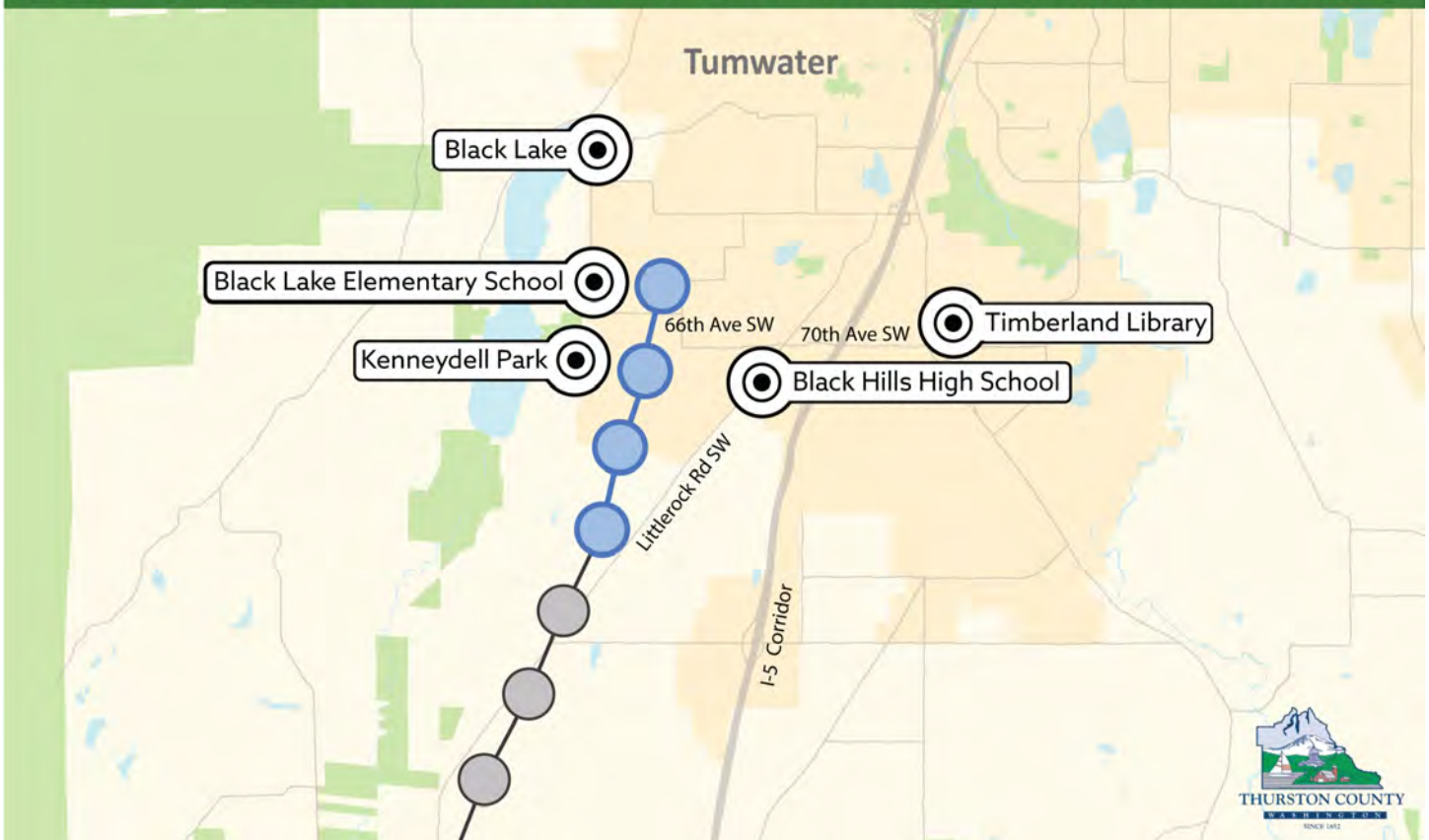
driving on the trail.

- AASHTO recommended street striping and signage needs to be added to adequately warn drivers of potential pedestrian trail users.

Community connectivity potential

- Two trail staging areas are possible: Kenneydell Park and the intersection of 81st Avenue SW and Fairview Road SW. The Kenneydell Park staging area could also serve as a park and ride location.
- Main trail corridor connection to Kenneydell Park could be made through Fish Pond Creek Drive SW with the purchase of additional right-of-way property.
- As indicated in the Regional Trails Plan, additional BNSF rail line north of 66th Avenue SW can be purchased to connect trail into downtown Olympia.
- Through a series of existing county easements, easement purchases through Bonneville Power Administration, and connection with city-owned easements, the Gate-Belmore Trail could connect users to Capitol Lake in downtown City of Olympia. This option requires further research and development.

BELMORE SECTION COMMUNITY CONNECTIVITY



Black River section



Gate-Belmore trail near 110th Ave. SW.

Description

This 5.7 mile route begins at Fairview Road SW, in Olympia, runs parallel to the U.S. Department of Fish & Wildlife's Black River Wildlife Refuge along Littlerock Road SW, and ends at 128th Avenue SW. The Black River section of the Gate-Belmore trail provides users with scenic views of predominately natural landscapes.

Current features

- Adjacent to the U.S. Department of Fish & Wildlife's Billy Frank Jr. National Wildlife

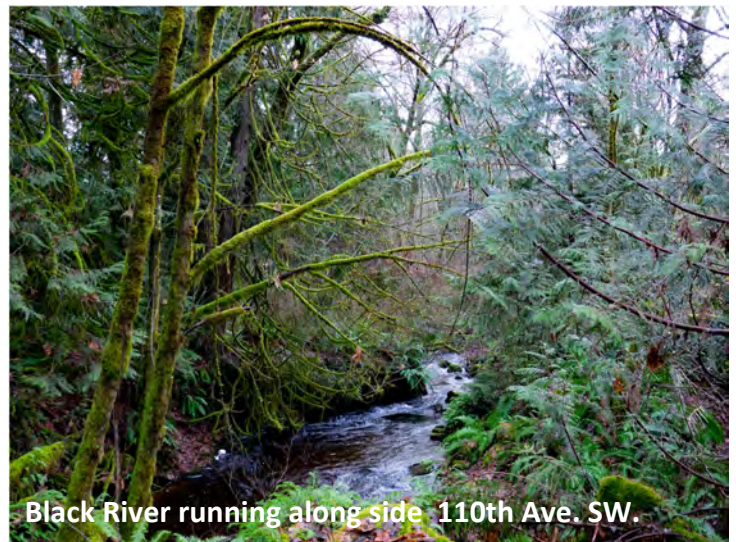
Refuge System - Black River Unit, 1,043 acres of some of the most scenic and ecologically rich habitat in Thurston County.

- Trail runs through expanses of scenic natural landscapes, including forests, agricultural lands, floodplains, and wetland areas.
- Views of the Black River and its tributaries.
- Trail is adjacent to rural individual residences.

Funding needs

User safety

- The trail corridor needs overgrown vegetation cleared and/or trimmed back.
- The trail corridor needs to be graded and topped with compact gravel or several inches of asphalt.
- Two 30-60 foot bridges and two 150-170 foot bridges need to be replaced. The bridges are creosote treated timber trestles that have deteriorated over time. Pre-fabricated bridges could be used to reduce construction costs, ensure consistency of design along the trail corridor, and help improve water quality and natural water flow.
- Bollards need to be installed at street crossings to prevent unauthorized vehicles from driving on the trail.

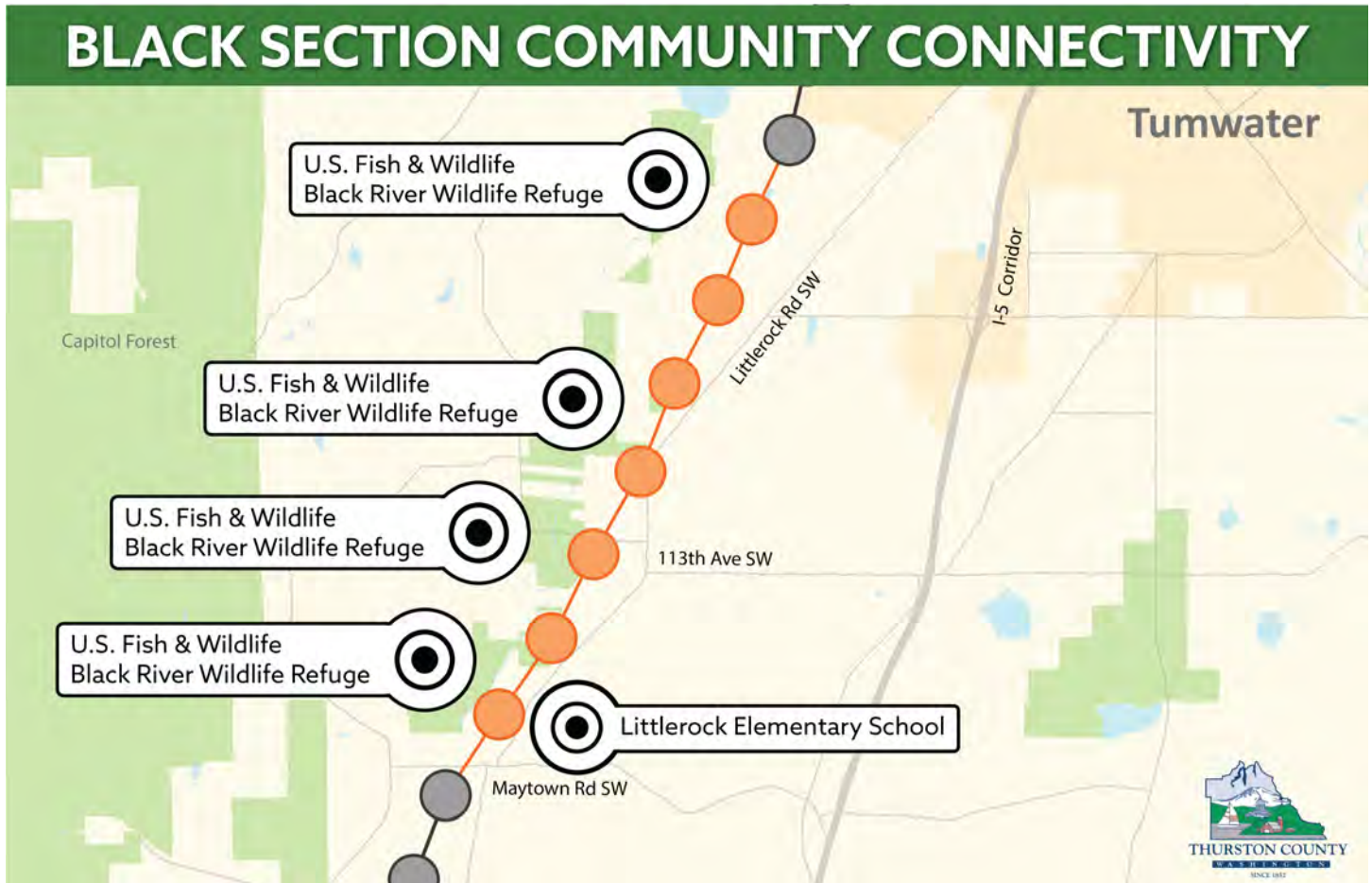


Black River running along side 110th Ave. SW.

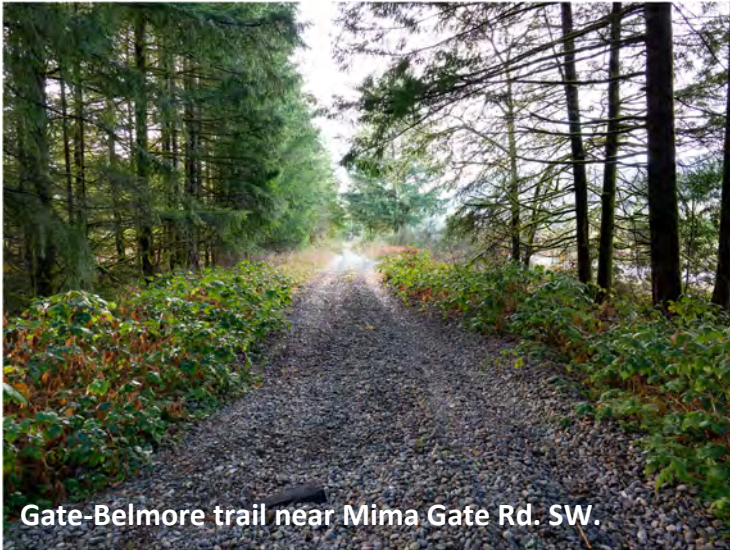
- AASHTO recommended street striping and signage needs to be added to adequately warn drivers of potential pedestrian trail users.

Community connectivity potential

- A trail staging and park and ride area is possible at 128th Avenue SW in Littlerock.
- Main trail corridor connection to the east side of the U.S. Department of Fish & Wildlife's Billy Frank Jr. National Wildlife Refuge System is possible with the purchase of additional right-of-way property. The east side of the refuge is not currently accessible to the general public.



Gate section



Gate-Belmore trail near Mima Gate Rd. SW.

Description

This 7.3 mile route runs along Littlerock Road SW from 128th Avenue SW to the intersection of Mima Gate Road SW and Holm Road SW. The Gate section of the Gate-Belmore Trail provides users with views and access to a mixture of urban and residential community amenities and features, as well as natural landscapes.

Current features

- Scenic views of natural landscapes, such as prairies and agricultural lands.
- Adjacent to the Thurston County Glacial Heritage Preserve and the Mima Prairie Pioneer Cemetery.
- Trail parallels the Mima Mounds geological formation and provides visitors access to the site.
- Several rural communities line both sides of the trail corridor. Local residents are already using sections of the gravel trail corridor regularly.
- Connects with the Gate Community Center.
- Provides access to the southern end of the Washington Department of Natural Resource's Capitol Forest.
- Views of the Black River and it's tributaries.

Funding needs

User safety

- The trail corridor needs overgrown vegetation cleared and/or trimmed back.
- The trail corridor needs to be graded, straightened, and topped with compact gravel or several inches of asphalt.
- Seven 30-70 foot bridges need to be replaced. The bridges are creosote treated timber trestles that have deteriorated over time. Pre-fabricated bridges could be used to reduce construction costs,



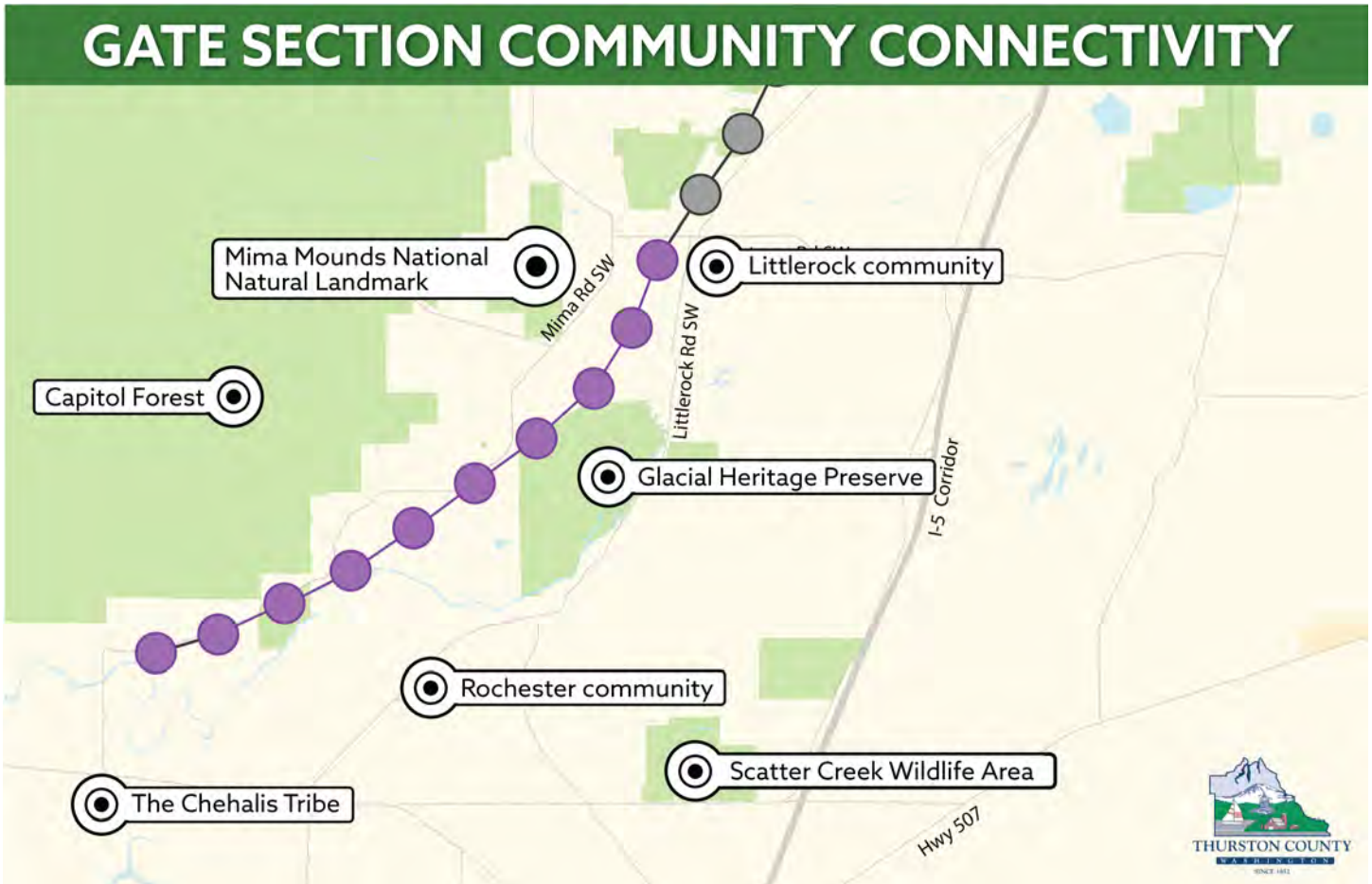
One of several bridges in need of replacement.

ensure consistency of design along the trail corridor, and help improve water quality and natural water flow.

- Bollards need to be installed at street crossings to prevent unauthorized vehicles from driving on the trail.
- AASHTO recommended street striping and signage needs to be added to adequately warn drivers of potential pedestrian trail users.

Community connectivity potential

- An end-of-trail staging and park and ride area is possible at the intersection of Mima Gate Road SW and Holm Road SW.
- Construction of a restroom facility is possible between Mima Road SW and Bordeaux Drive, across from the Glacial Heritage Park.
- Further expansion route possibilities for the southern trail end are outlined in the following pages.
- Multiple extension routes could be completed to connect the communities.



Gate section priority expansion route 1

Description

Shown as thick red lines on the adjacent map, this potential 2.4 mile shared use trail would begin at the intersection of Gate Road SW and Holm Road SW. Priority expansion route 1



McCormick St. SW approaching Anderson Rd. SW.

heads west along Gate Road SW, proceeds south onto Moon Road SW, west onto 175th Avenue SW, south onto Taylor Road SW, west along McCormick Street SW, and south along Anderson Road SW. It ends at the intersection of Anderson Road SW and US 12.

Primary expansion route 1 connects three possible secondary expansion route options (thin red lines on the adjacent map).

- From the intersection of Hunter Road SW and Moon Road SW, the trail could head west along the railroad easement adjacent to Hunter Road SW.
- From the intersection of McCormick Street SW and Anderson Road SW, the trail could continue west along McCormick Street SW until it intersects with US 12. (McCormick Street SW changes its name to Sickman-Ford Road after crossing Anderson Road SW). The route possibility is not fully shown on the map.
- From the intersection of Anderson Road SW and US 12, the trail could head east along US 12 to the intersection with Moon Rd SW.

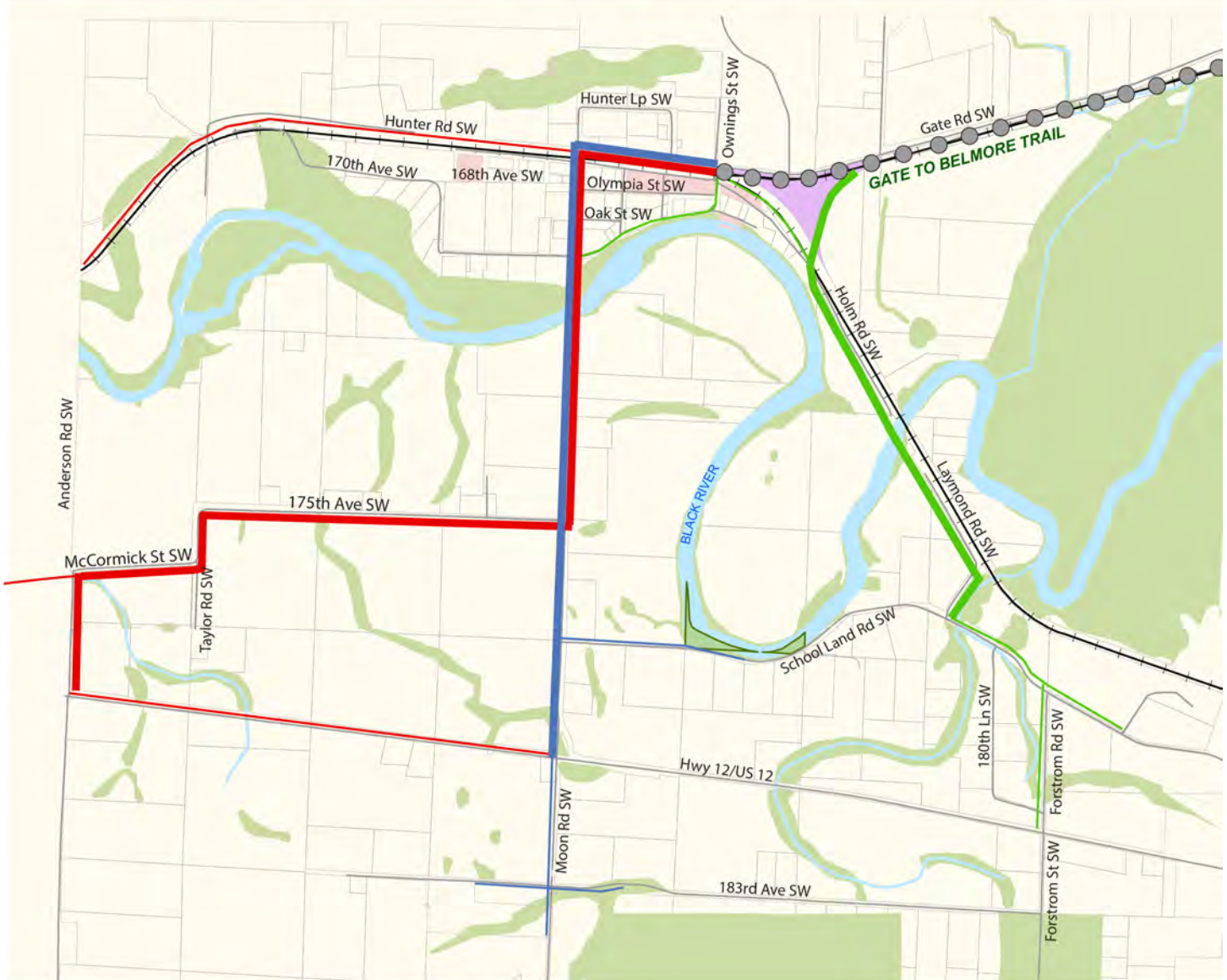
Features & community connectivity potential

- Would provide access to Grays Harbor County via US 12 and the Confederated Tribes of the Chehalis Reservation.
- Would provide users scenic natural landscapes, including agricultural lands, floodplains, and wetland areas.
- Would improve safety by separating non-motorized traffic from county roadways.
- Anderson Road SW, south of US 12, has wide enough roadway shoulders to safely accommodate pedestrian and bicycle use.
- Possible connection with planned roundabout on US 12.



Scenic natural and agricultural landscapes in the Gate community.

SOUTHERN TRAIL END EXPANSION ROUTE OPTIONS



- Priority expansion route 1
- Secondary expansion route options
- Priority expansion route 2
- Secondary expansion route options
- Priority expansion route 3
- Secondary expansion route options
- Wetland areas
- State property
- City of Olympia property
- Thurston County Parks property

Gate section priority expansion route 1

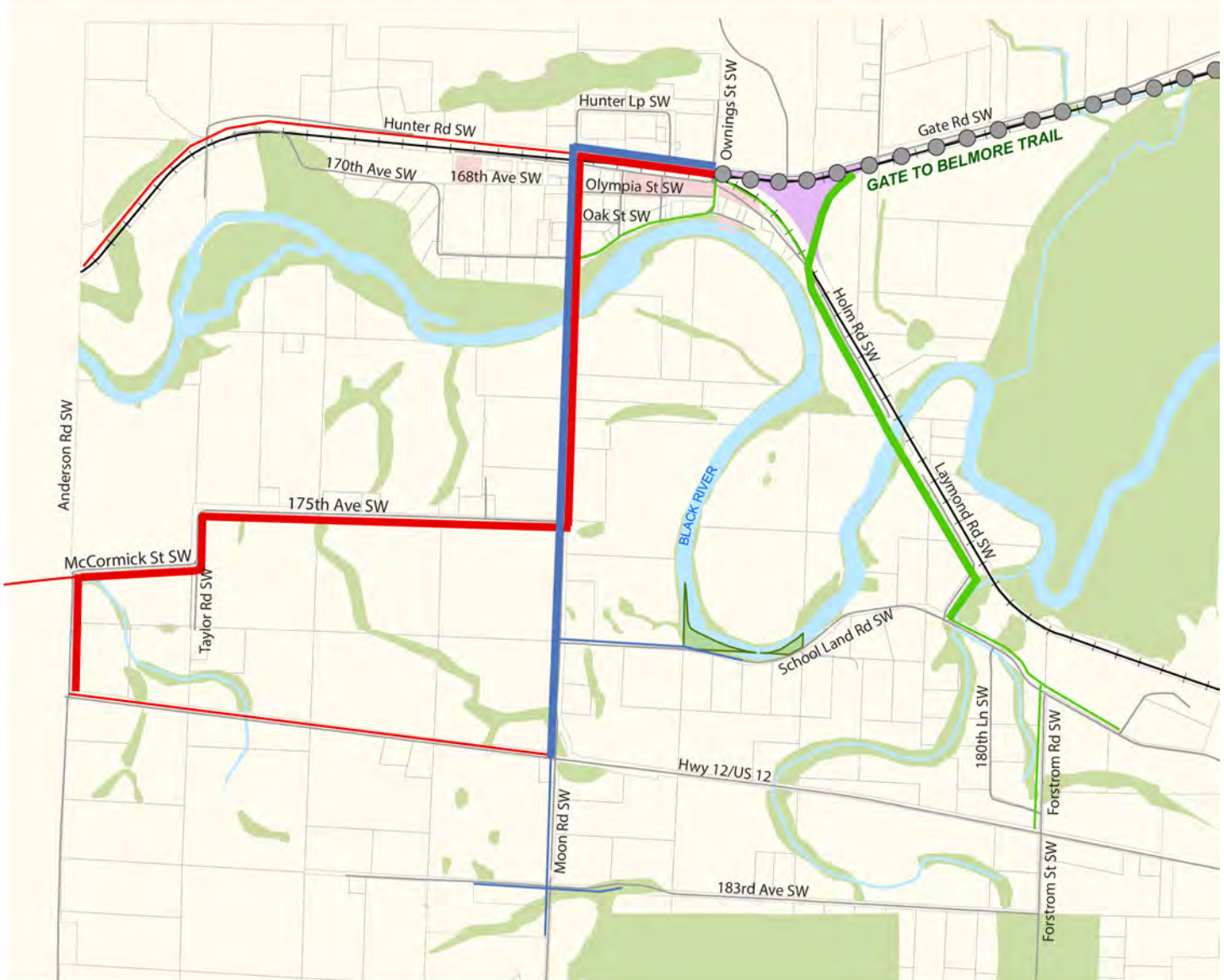
Funding needs

- Purchase of right-of-way properties along the railroad easement adjacent to Hunter Road SW, US 12 and various other roadways.
- Construction of a shared use path, including grading, leveling, and topping with compact gravel or several inches of asphalt.
- A separate bike and pedestrian use bridge over the Black River would need to be constructed along Moon Road SW. This is a relatively long crossing with environmentally-sensitive wetland and flood plain areas. Pre-fabricated bridges could be used to reduce construction costs, ensure consistency of design along the trail corridor, and help improve water quality and natural water flow.
- Bollards need to be installed at street crossings to prevent unauthorized vehicles from driving on the trail.



Historic Gate community center on Moon Rd. SW.

SOUTHERN TRAIL END EXPANSION ROUTE OPTIONS



- █ Priority expansion route 1
- Secondary expansion route options
- █ Priority expansion route 2
- Secondary expansion route options
- █ Priority expansion route 3
- Secondary expansion route options
- Wetland areas
- State property
- City of Olympia property
- Thurston County Parks property

Gate section priority expansion route 2



Description

Shown as thick blue lines on the adjacent map, this potential 1.5 mile shared use trail begins at the intersection of Gate Road SW and Holm Road SW. Priority expansion route 2 heads west along Gate Road SW and turns south on Moon Road SW until it intersects with US 12.

Primary expansion route 2 connects three possible secondary expansion route options (thin blue lines on the adjacent map).

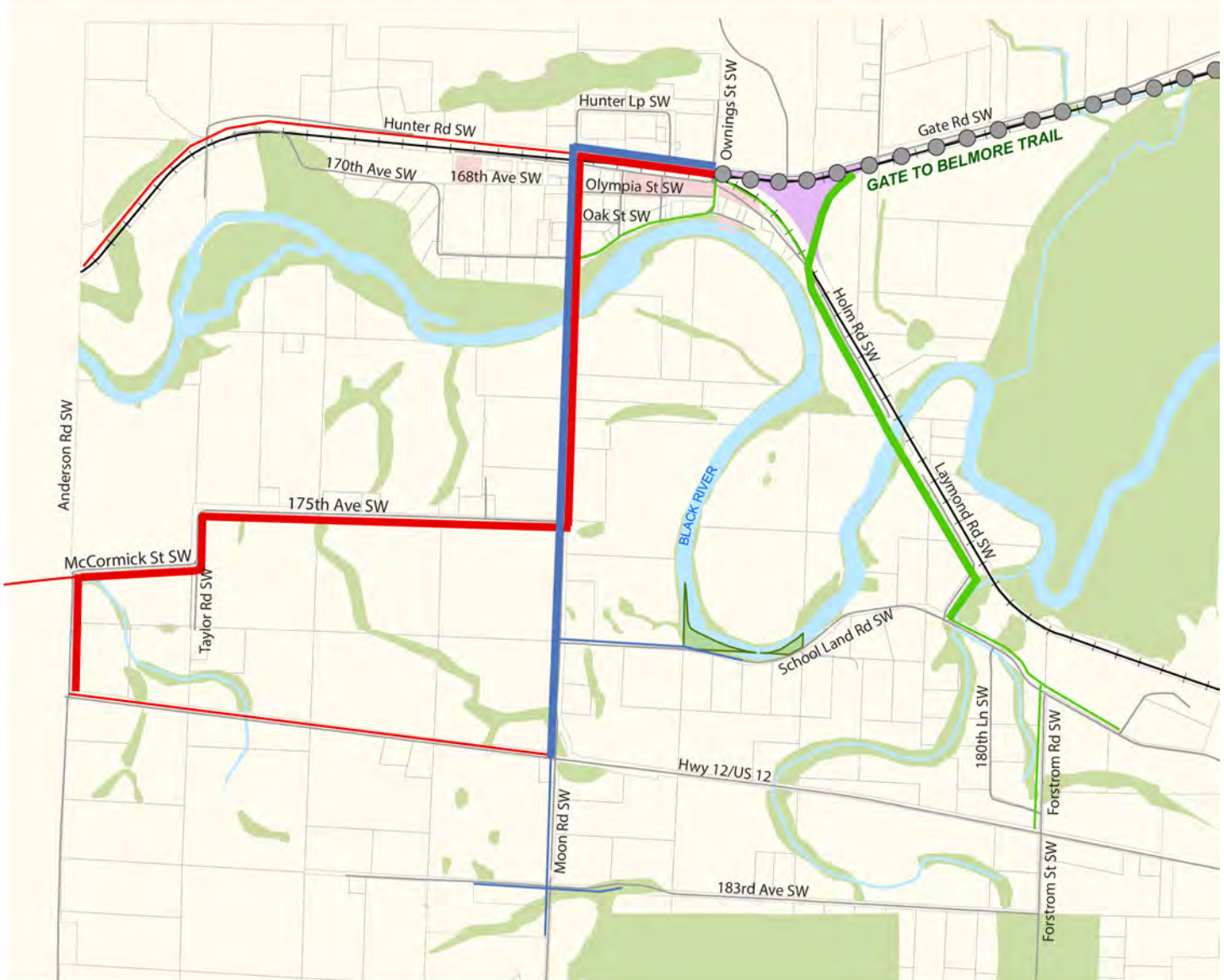
- From Moon Road SW heading east along School Land Road SW.
- From Moon Road SW and US 12 heading south along Moon Road SW to 183rd Avenue SW, several hundred feet along 183rd Avenue SW—this is the boundary of the Confederated Tribes of the Chehalis Reservation.
- East and west along 183rd Avenue SW on the county-owned portion.

Features & community connectivity potential

- Would provide access to US 12 and the Confederated Tribes of the Chehalis Reservation off 183rd Avenue SW, with secondary expansion improvements.
- Could provide access to the community of Rochester if the secondary expansion priority routes along School Land Road SW were connected. The road narrows as it crosses the Black River, so a separate shared use path may be necessary to construct.
- Would provide users scenic natural landscapes, including agricultural lands, floodplains, and wetland areas.
- Would improve safety by separating non-motorized traffic from county roadways.
- Could connect the Confederated Tribes of the Chehalis Reservation and Rochester if the secondary expansion route down Moon Road SW to 183rd Avenue SW was extended to the intersection of Forstrom Street SW, south along Forstrom Street SW, and east onto 188th Avenue SW (not shown on adjacent map).



SOUTHERN TRAIL END EXPANSION ROUTE OPTIONS



- █ Priority expansion route 1
- Secondary expansion route options
- █ Priority expansion route 2
- Secondary expansion route options
- █ Priority expansion route 3
- Secondary expansion route options
- Wetland areas
- State property
- City of Olympia property
- Thurston County Parks property

Gate section priority expansion route 2

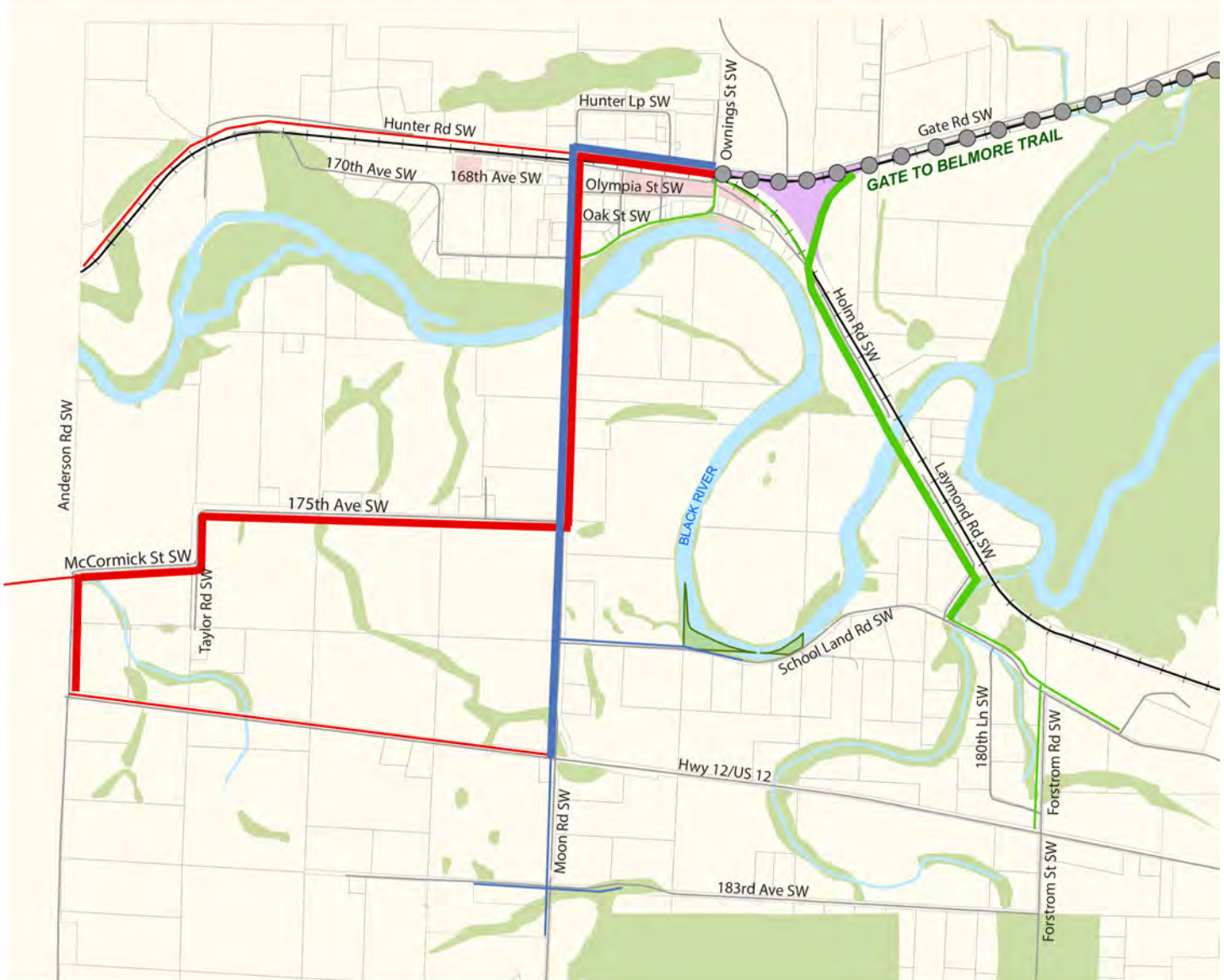
Funding needs

- Roadway improvements in order accommodate a shared use path.
- Purchase of additional right-of-way properties along Moon Road SW and other roadways.
- Construction of the shared use path, including grading, leveling, and topping with compact gravel or several inches of asphalt.
- Several bridges need to be replaced. Pre-fabricated bridges could be used to reduce construction costs, ensure consistency of design along the trail corridor, and help improve water quality and natural water flow.
- Bollards need to be installed at street crossings to prevent unauthorized vehicles from driving on the trail.
- AASHTO recommended street striping and signage needs to be added to adequately warn drivers of potential pedestrian trail users.



Informal trail created by county vehicles and pedestrian use along county easement.

SOUTHERN TRAIL END EXPANSION ROUTE OPTIONS



- Priority expansion route 1
- Secondary expansion route options
- Priority expansion route 2
- Secondary expansion route options
- Priority expansion route 3
- Secondary expansion route options
- Wetland areas
- State property
- City of Olympia property
- Thurston County Parks property

Gate section priority expansion route 3



Railroad along Holm Rd SW.

Description

Shown as thick green lines on the adjacent map, this potential 1.1 mile shared use trail begins at the intersection of Gate Road SW and Holm Road SW. Priority expansion route 3 cuts across Thurston County property and heads south along Holm Road, crosses the Black River, and ends at the intersection of Laymon Street SW and School Land Road SW.

Primary expansion route 3 connects four possible secondary expansion route options (thin green lines on the adjacent map).

- From the intersection of Gate Road SW and Owings Street SW, heads southwest along Owings Street SW and ends at Moon Road SW.
- From the intersection of Gate Road SW and Owings Street SW, heads southeast along Holm Road SW until it meets with the priority expansion route 3.
- From the intersection of School Land Road SW and Laymon Street SW, heads east along School Land Road SW and ends at the intersection with Michelle's Lane SW.
- From the intersection of School Land Road SW and Forstrom Road SW, heads south along Forstrom Road SW and ends at the intersection with US 12.

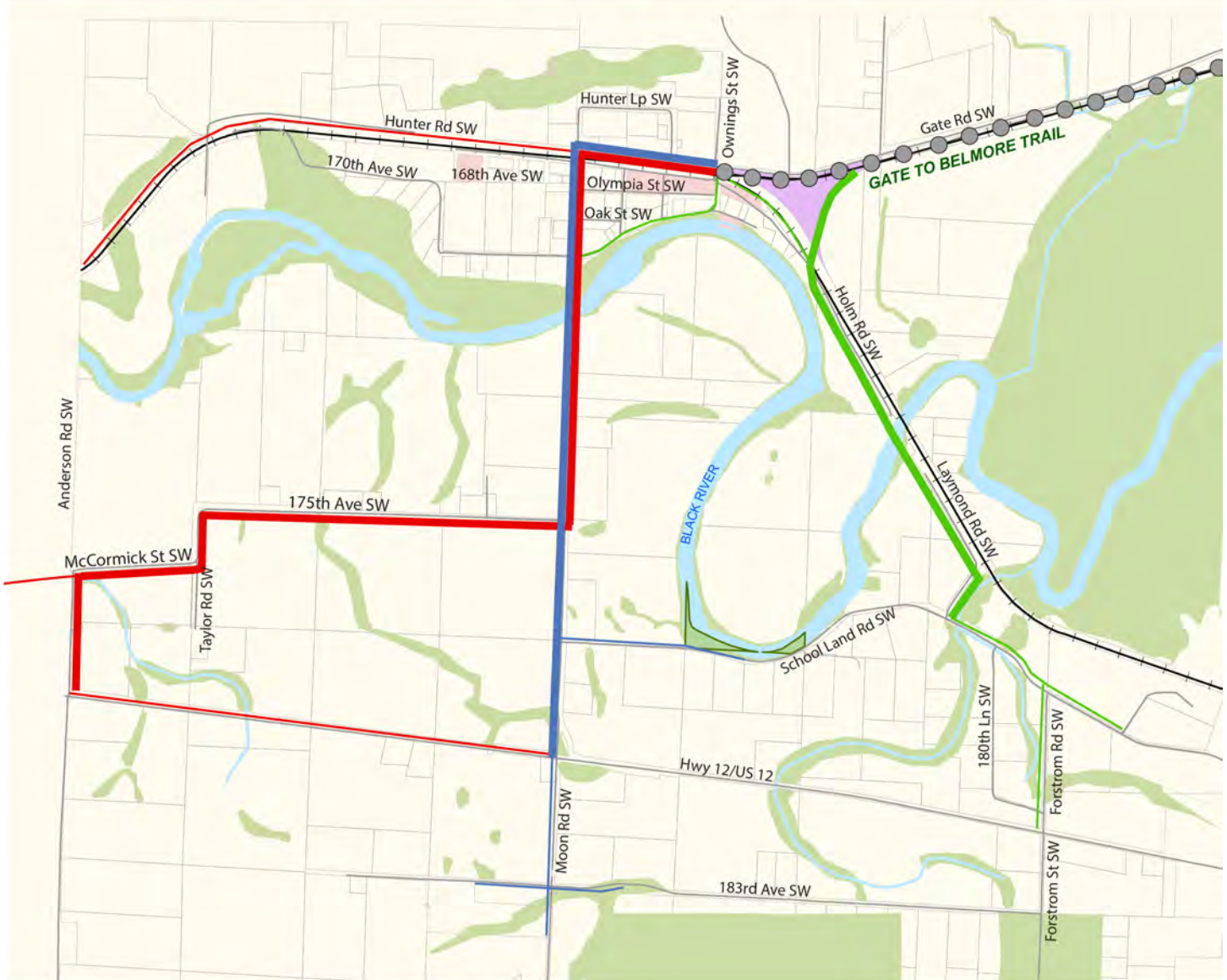
Features & community connectivity potential

- Would provide access to Rochester.
- Could provide access to US 12 and the Confederated Tribes of the Chehalis Reservation with secondary expansions.
- Low traffic volume, sparsely populated area that is ideal for a shared use path.
- Would provide users scenic natural landscapes, including agricultural lands, floodplains, and wetland areas.
- Would improve safety by separating non-motorized traffic from county roadways.
- Requires agreement with railroad.



Abandoned rail line bridge over a Black River tributary.

SOUTHERN TRAIL END EXPANSION ROUTE OPTIONS



- Priority expansion route 1
- Secondary expansion route options
- Priority expansion route 2
- Secondary expansion route options
- Priority expansion route 3
- Secondary expansion route options
- Wetland areas
- State property
- City of Olympia property
- Thurston County Parks property

Gate section priority expansion route 3

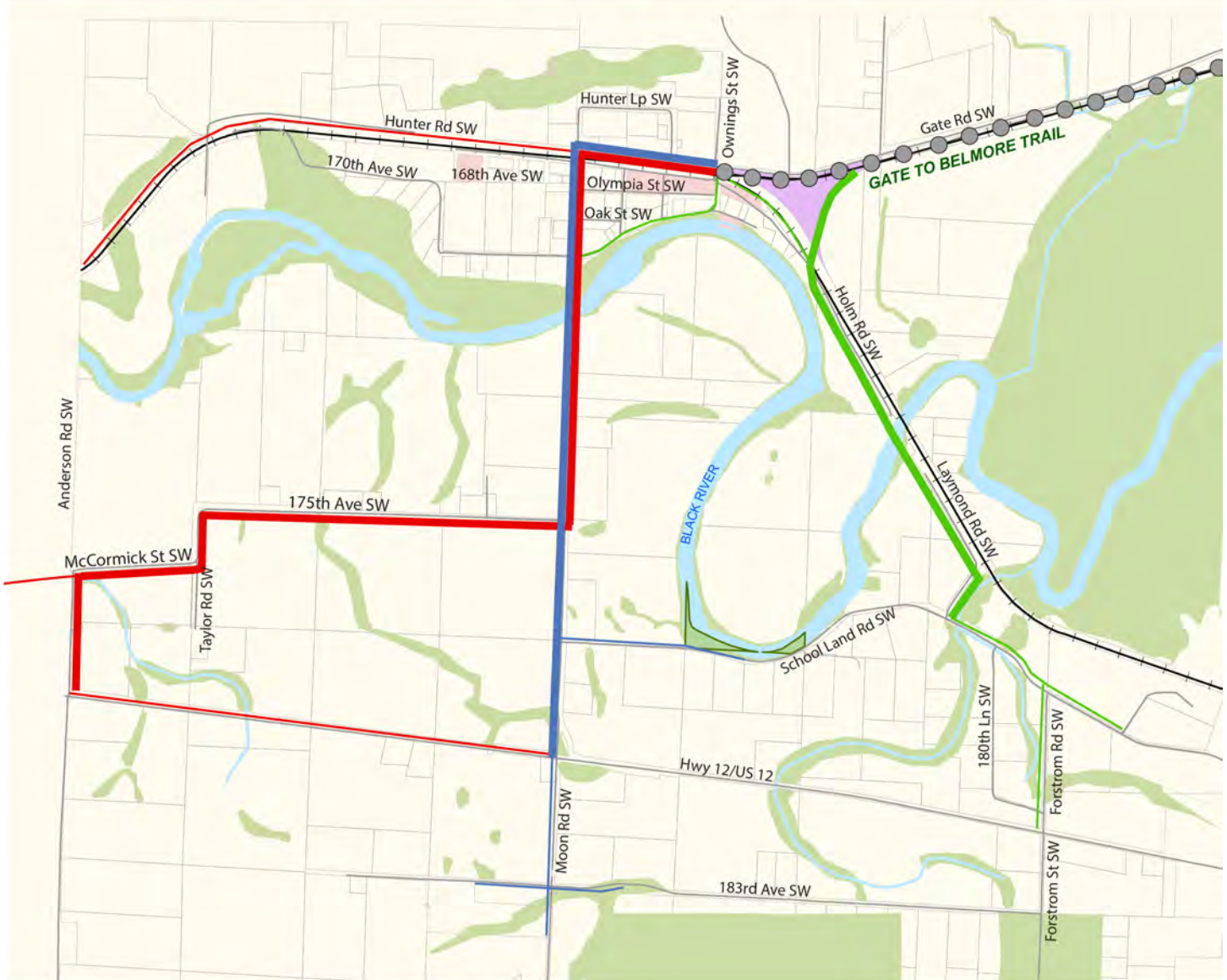
Funding needs

- Purchase of right-of-way properties from private landowners and Puget Sound and Pacific Railroad Company.
- Construction of the shared use path, including grading, leveling, and topping with compact gravel or several inches of asphalt.
- Several old bridges in the Black River watershed need to be replaced. Pre-fabricated bridges could be used to reduce construction costs, ensure consistency of design along the trail corridor, and help improve water quality and natural water flow.
- Bollards need to be installed at street crossings to prevent unauthorized vehicles from driving on the trail.
- AASHTO recommended street striping and signage needs to be added to adequately warn drivers of potential pedestrian trail users.



Sparsely populated, lightly traveled roadways.

SOUTHERN TRAIL END EXPANSION ROUTE OPTIONS



- █ Priority expansion route 1
- Secondary expansion route options
- █ Priority expansion route 2
- Secondary expansion route options
- █ Priority expansion route 3
- Secondary expansion route options

- █ Wetland areas
- █ State property
- █ City of Olympia property
- █ Thurston County Parks property

ENGINEERING & DESIGN

Development of the Gate-Belmore Trail will generally follow engineering practices and standards as found in the following guidelines and manuals:

- AASHTO Guide for Development of Bicycle Facilities
- WSDOT Design Manual (Chapter 1515—Shared-Use Paths)
- MUTCD for signing
- WSDOT Standard Plans
- Equestrian Design Guidebook for Trails, Trailheads and Campgrounds (Chapter 3 discusses shared use paths)

While these design guidelines and standards will be thoroughly considered during the engineering phase of this project, conflicting priorities between environmental concerns, property ownership, user and community needs, construction feasibility and costs, safety, and long term operations and maintenance will be evaluated.



The majority of the Gate Belmore Trail will follow an abandoned railroad grade, and will therefore be designed as a Rails-To-Trails style shared use path. This style of design takes into consideration the existing well-defined trail width, alignment, profile grades, and stormwater management. Design concerns typically include locating access points along the new shared use path, retrofitting or replacing bridges as necessary, providing adequate user safety (e.g. along embankments and at roadway crossings), and meeting water quality standards.

Priority and secondary expansion routes being considered at the south end of the proposed trail include routes that follow existing roads, easements (e.g. BPA easement, private property), and existing active rail road lines.

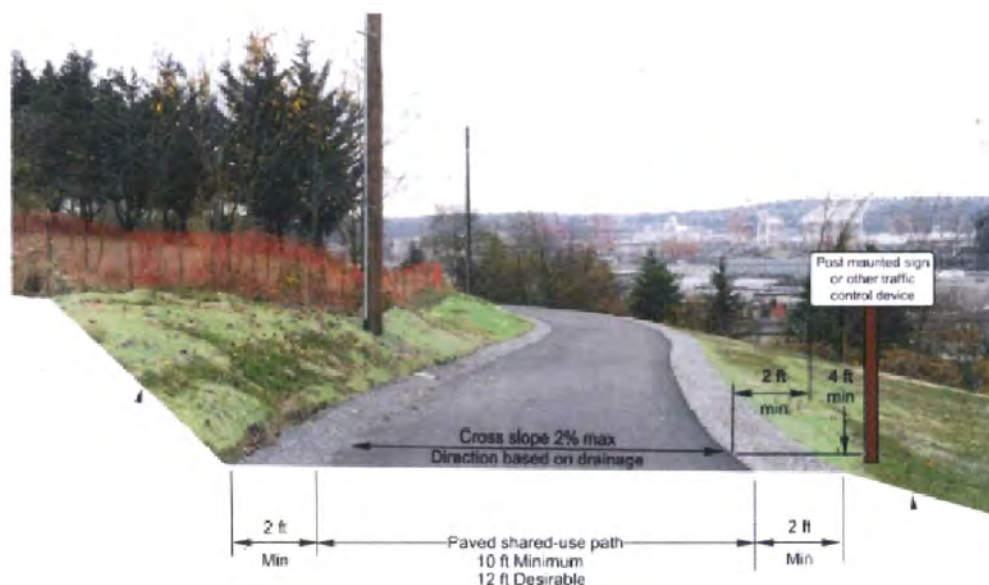


Removal of rail ties near 66th Ave. SW.

Routes along active rails must provide adequate setbacks, considering the speed and frequency of train usage, topography, and separation techniques (e.g. fencing, vegetation, etc). Generally, if adequate setbacks can be provided, the typical cross section will be the same as a shared use path cross-section.

Non-rail independent alignment routes can allow for more flexibility in providing adequate facilities, however additional costs will be incurred for the design and construction of the alignment, profiles, structural section, and storm water management. Additionally environmental impacts will be more substantial, and critical area avoidance will be costly due to the construction of new facilities, such as culvert retrofit, bridges, and mitigation.

The portions of Gate Belmore Trail that are Rail-To-Trails, non-rail independent alignment, and those which abut the active rail line (meeting setback requirements) will be designed to meet the Two-Way Shared-Use Path: Independent Alignment cross section, as shown in Exhibit 1515-3 of the WSDOT Design Manual.



Cut slope
Not Steeper Than 2:1

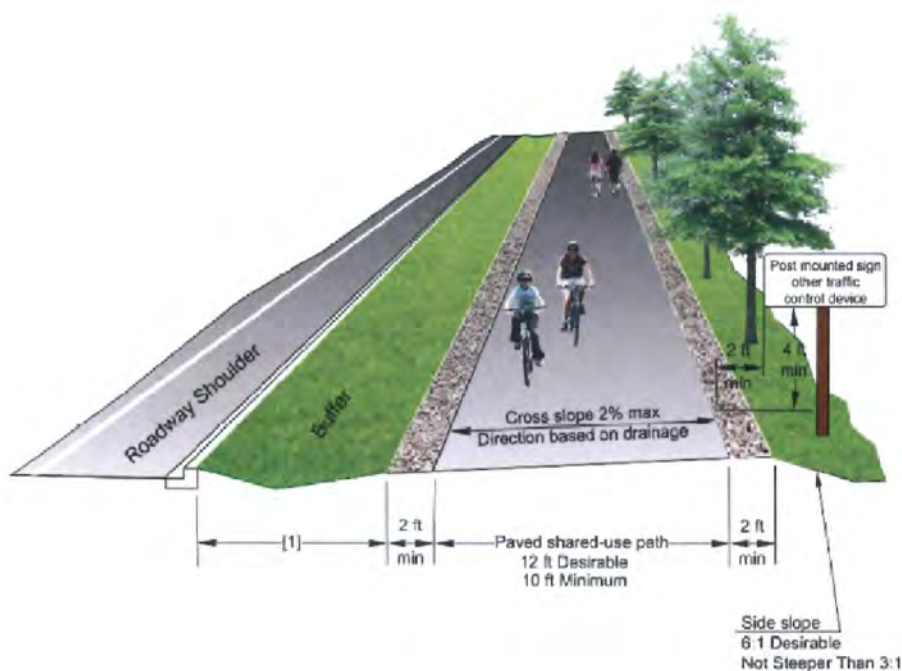
Side slope
6:1 Desirable
Not Steeper Than 3:1

Two-Way Shared-Use Path: Independent Alignment
Exhibit 1515-3

Routes abutting roadways often require widening of existing facilities, additional separation and safety measures due to

proximity of vehicular traffic, and evaluation of existing bridges and culverts. These portions of the Gate Belmore Trail will be designed to meet the Two-Way Shared-Use Path: Adjacent to

Roadways cross section, as shown in Exhibit 1515-4a of the WSDOT Design Manual.



Note:

[1] 3 ft minimum. Provide as much separation from the roadway as practicable.

Two-Way Shared-Use Path: Adjacent to Roadway (≤ 35 mph)
Exhibit 1515-4a

The design of the Gate-Belmore Trail will consider the diversity of expected users, primarily pedestrians and bicyclists, as well as potential equestrian use, and an effort will be made to meet ADA requirements.

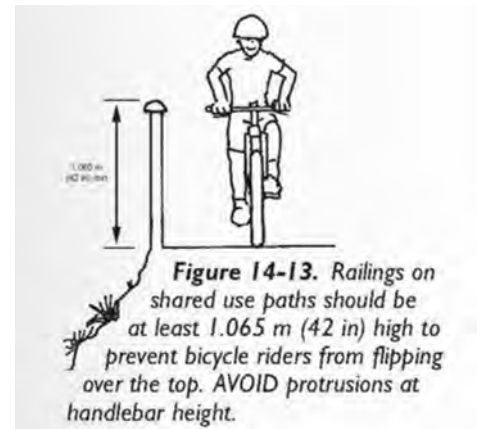
While there are multiple surfacing possibilities for shared use trails, if the trail will meet ADA requirements it must be paved with a hard surface, which generally limits the

options to asphalt or concrete. Given the high initial cost of installing concrete surfacing, asphalt is the most likely design.

There are several safety elements that will be incorporated into the design phase of the project. Signing will meet current MUTCD requirements for share use paths. Roadway crossings will be designed to reduce conflict. Bridge rails and other similar protective barriers will be designed to accommodate bicycle users.

Maintenance considerations will significantly influence the design of the Gate-Belmore Trail. Adequate access must be provided for maintenance activities. An effort to minimize long-term maintenance requirements will be made during design of elements such as landscaping and vegetation selection, storm water design, locations of rest areas and garbage receptacles, consideration of structures, and examination of existing trees and other vegetation. Since it is a priority to retain existing mature trees along the trail alignment, we may need to incorporate methods to keep roots from encroaching into the structural section of the trail.

Since there are several sections of the proposed trail that will abut residential areas, privacy and access concerns will be addressed in the design. This may include fencing, landscaping, or other methods.



ENVIRONMENTAL PERMITTING & PROTECTION

Permitting

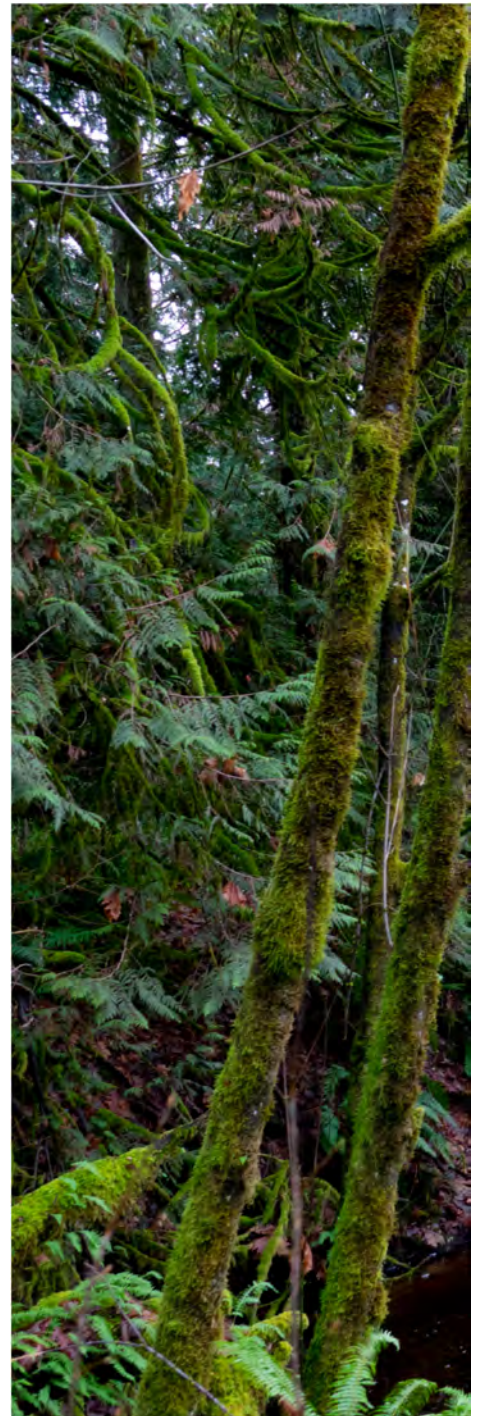
Each priority and secondary expansion route will require a number of environmental reviews and permits. The permits include local, state and federal permits, depending on the route, and types of review and permits required will depend to some extent on where the funding comes from. For example, if grant funding comes from the Federal Government a National Environmental Policy Act review is required in addition to the Washington State's, State Environmental Policy Act (SEPA). While the documentation required can be similar, the processes are different and require different timing. Environmental reviews may require additional studies, including a Cultural Resource Report, noise studies, and wetland analysis.

The various types of federal permits include, Clean Water Act Section 401, 404 and Section 10, when working with storm water, wetlands, and navigable waters. In addition compliance is required under the Coastal Zone Management Act.

Thurston County is rich with fish, plants and animals that are listed as threaten species under the Endangered Species Act. The list can require a Biological Assessment and/or a Habitat Conservation Plan (HCP) for the individual project (Environmental Studies). Currently, Thurston County is developing a HCP to cover as many, if not all, threatened species located in the county to avoid or minimize impact to those species.

Cultural historical studies are required through the 106 process-administered review by the State Department of Archaeology and Historic Preservation (DAHP) as well as the state's review process for non-federal project identified as the 05-05 process.

The above reviews and permits are only necessary where site circumstances warrant the need for environmental analysis and/or permitting is required.





The State permitting process comes primarily from Washington Department of Ecology (Ecology) and Washington Department of Fish and Wildlife (WDFW). Water quality permits and related construction permits are required by Ecology for land development near water bodies (includes wetlands). WDFW requires a Hydraulics Permit approval prior to any work in, over, or immediately adjacent to waterways. Both agencies rely on SEPA review by either the state agency or local government prior to issuance of any of the state permits if SEPA is required. The Local permits (based on the proposed land use) include Special Use Permit, Shoreline Substantial Development Permit, Grading Permit, and SEPA Review.

The development of a future shared use path/trail is not a permitted use within the zoning districts of the proposed primary and secondary expansion routes. The development of a trail within any of those zoning districts requires a Special Use Permit (SUPT). The SUPT requires the use demonstrate it is compatible within the existing and future permitted uses. The SUPT requires public hearing before a hearing examiner after sufficient public notice. Approval is good for three years from the final date of the decision.

The location of shared use paths/trails within 200-feet of the ordinary high water mark, within the 100-year flood plain or over those areas, requires review under the Shoreline Master Program for the Thurston Region (SMPTR). Several of the trail alternatives are within the jurisdiction of the SMPTR and would be subject to a Shoreline Substantial Development Permit (SSDP). The SSDP requires that the project have a value over \$5,000 and/or those developments that materially interfere with the public use of waters of the state. SSDPs requires public hearing before a hearing examiner after sufficient public notice. Approval is good for five years from the final date of the decision.



Construction of a new shared use path/trail requires extensive clearing, grading, excavation and adding of base fill material. This work will require a grading permit as construction this trail will exceed grading permit requirements by the removal of more than 50-cubic yards of material.

SEPA review will be required based on grading activities and other required permits. The review will be based on a checklist and inform other needed studies. Reviewers will eventually issue an Environmental Threshold Determination that the permits (reviewed concurrently) can then be issued or go to public hearing. The permit may add conditions from the SEPA determination into the final permit decision.

Environmental Protection

Many of the proposed routes are in, or adjacent to, critical areas that include federally listed threaten species, wetlands, streams/rivers and flood plains. Thurston County is currently developing a Habitat Conservation Plan (HCP) as a result of the Endangered Species List addition of the Mazama pocket gopher, Horn streaked lark, Taylor checker spot butterfly, Oregon spotted frog, and Oak habitat associated with the Western grey squirrel.

The HCP will develop a process for the identification of threatened species and habitats, as

well as develop a mitigation bank process to purchase credit for future development that cannot avoid impacting these species. The current County Critical Areas Ordinance (CAO) is intended to “Protect habitat and healthy functioning ecosystems to support viable populations of federal, state and local priority fish, wildlife, and plants species in Thurston County (CAO 24.25.005).” The HCP is scheduled to be complete by 2019.

Gate-Belmore Trail development in the northern end appears more likely to impact wetlands than the southern routes. All the northern routes cross wetlands or are adjacent to wetlands. Some routes will, in one form or another, cross wetlands as well as potential Spotted Frog habitat.



Tributary to the Black River

All the shared use path/trail primary and secondary routes in some way cross or are adjacent to streams/rivers. In each case, the crossing will require special review by the County and the State DFW. Assessment of the environmental impacts will occur through the SEPA and HPA review and permit process. The county’s review and guidance will be based on the CAO and DFW’s guidance is from the State’s Hydraulic Code.

Streams and rivers also include adjacent flood plains that are regulated by both the CAO and, in some cases, the SMPTR.

Northern trail route construction appears to be less impacted by flood plains than southern trail routes. Routes in the north include wetland and stream crossings shown in the County’s Geodata Maps as wetlands.

Southern routes primarily use existing roadways or are adjacent to county roads. This area of Thurston County is located in the Chehalis Basin—subject to frequent flooding given its size and lack of topography. The roadways are slightly elevated to minimize flood inundation but still flood occasionally in some areas.

The majority of primary expansion route 1 is located outside the 100-year flood plain except where a couple of streams flow under and often over the road. Stream culverts where water floods road surfaces are on a list of priority projects. Otherwise, with the culvert projects completed, Hunter Road is outside the influence of flooding, except in unusual circumstances.

Primary expansion route 2 is frequently flooded, and has permanent road barricades located at the corner of McCormick Road and Anderson Road. Primary expansion route 3 is outside the flood plain, with the southern end of this route inside areas know to flood.

GRANT FUNDING OPPORTUNITIES

Grant funding comes primarily from state and federal agencies, with some private grants for resource support. Various grant opportunities are highlighted below:

Federal Lands Access Program: Federal, U.S. Department of Transportation

The Federal Lands Access Program (Access Program) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The Access Program supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

The Access Program was created by the “Moving Ahead for Progress in the 21st Century Act” (MAP-21) to improve access to federal lands. The program is directed towards Public Highways, Roads, Bridges, Trails, and Transit systems that are under State, county, town, township, tribal, municipal, or local government jurisdiction or maintenance and provide access to federal lands.

Bicycle Pedestrian and Safe Route to School Programs: State, WA Department of Transportation

The purpose of this program is to aid public agencies in funding cost-effective projects that reduce bicycle and pedestrian related collisions, and work to increase walking and biking. New to this biennium, design/scoping-only projects were deemed eligible for funding in addition to general construction projects. Design/scoping projects allow proponents the opportunity to engage with communities and stakeholder groups to create and design better projects, appealing to a wider range of users and stakeholders.





County easement near Mima Gate Rd SW.

Surface Transportation Program: Federal, Thurston Regional Planning Council

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Surface Transportation Block Grant: Federal, Thurston Regional Planning Council

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation



management, and environmental mitigation related to stormwater and habitat connectivity.

Generally, TA eligibilities are the same as those under the prior TAP, except the FAST Act allows an urbanized area with a population of more than 200,000 to use up to 50% of its suballocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects); and [23 U.S.C. 133 (h)(6)(B)] eliminated TAP's "Flexibility of Excess

Reserved Funding" provision (which allowed the use of excess TAP funds for any TAP-eligible activity or for projects eligible under the Congestion Mitigation and Air Quality Improvement Program).

Wildlife and Recreation Program, Trails Category: State, WA Office of Recreation and Conservation

The Washington Wildlife and Recreation Program provides funding for a broad range of land protection and outdoor recreation, including park acquisition and development, habitat conservation, farmland preservation, and construction of outdoor recreation facilities. The Washington Wildlife and Recreation Program was envisioned as a way for the state to accomplish two goals: acquire valuable recreation and habitat lands before they were lost to other uses, and develop recreation areas for a growing population.

The Trails Advisory Committee evaluates applications for grants in the Trails Category of the larger Washington Wildlife and Recreation Program. The advisory committee meets several times a year to advise the Recreation and Conservation Funding Board on which projects to fund. The grants provide funding to acquire, develop, or renovate pedestrian, equestrian, bicycle, or cross-country ski trails.

CONCLUSIONS & RECOMMENDATIONS

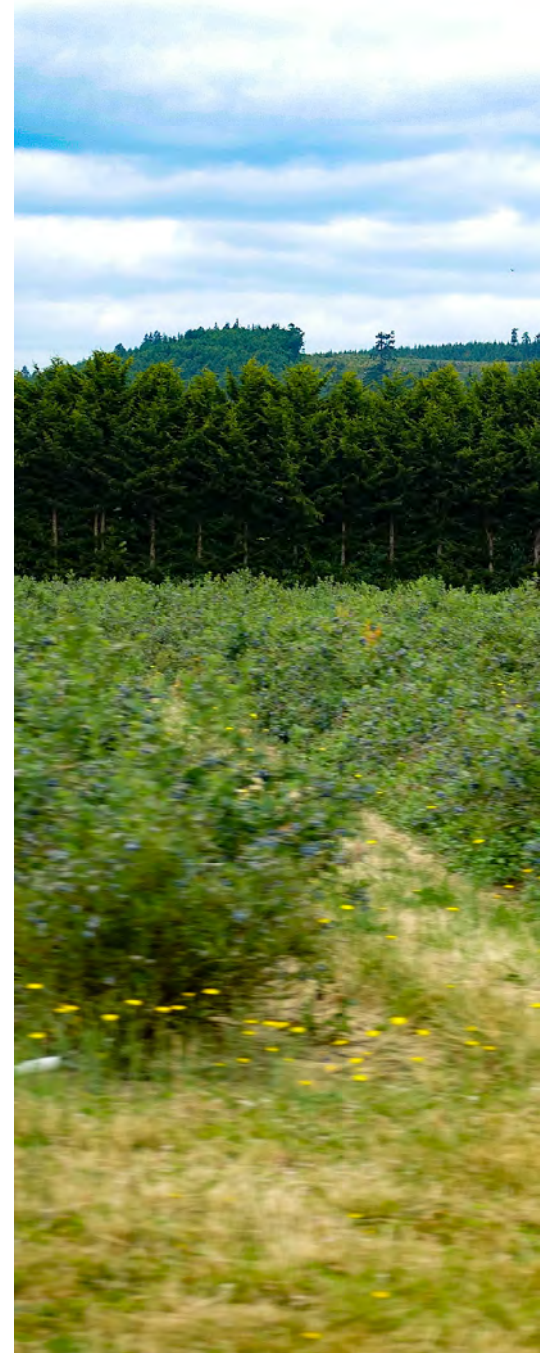
The Gate-Belmore trail has not seen improvements or formal public access since its purchase in 1996. Yet it has the potential to be one of the most scenic and lengthy trail attractions in Thurston County by connecting communities, businesses, schools, the Black River Unit part of the Billy Frank Jr. Nisqually Refuge, Bountiful Byway, and residential neighborhoods of the southwest to the northern communities of Thurston County. With the right acquisitions, the trail could eventually extend through the City of Tumwater, into the heart of the City of Olympia, and south into Grays Harbor and Lewis Counties.

Northern Gate-Belmore Trail Development

Originally the scope of this study was to evaluate routes to the north of the county's current ownership. This study initiated a proposal by BNSF to abandon and sell the trail rights (rail banked property) to Thurston County. The acquisition connects the trail to 66th Avenue SW, near Kennydell Park, Black Lake Elementary School and several established residential neighborhoods immediately adjacent to the trail. Connection off 66th Avenue SW will offer an alternative bicycle commuter option to nearby employment and business centers.

The Thurston Regional Trails Plan shows the future route of the Gate-Belmore Trail connect to the future Black Lake Trail and Percival Canyon Trail, ultimately connecting the State Capitol campus and the City of Olympia downtown. This future connectivity will hinge on the cities of Olympia's and Tumwater's desire for a regional trail to enhance the health, economic, transportation and recreational needs for the citizens of Thurston County.

The Gate-Belmore overall strategy is to get the trail funded, designed and built, provided the





Mima Mounds Preservation Area

county's Park's maintenance budget can be stabilized. Construction should consider a standard that minimizes maintenance, maximizes user needs and safety, preserves the natural environment and encourages economic vitality. Replacing the wood trestle bridges over the Black River is also a priority as it would improve the aquatic habitat and reduce long-term maintenance of the older structures.

Trail construction should begin at 66th Avenue or Kenneydale Park and proceeding south to the community of Littlerock as Phase I. Phase II would be to construct the trail from Littlerock

to Gate Road. Construction in the north is suggested as Phase I because of proximity to many population centers, such as the Black River Unit of the Nisqually Refuge, adjacent transit routes, Kenneydale Park, as well as opportunities for funding through the federal Safe Route to School Program, and it's less complex than southern trail connection strategy.

Southern Gate-Belmore Trail Development

The southern alternative strategy is far more complicated, but also has a variety of opportunities. This study prioritized connectivity to the community of Rochester and the Confederated Tribes of the Chehalis Reservation by determining the need for priority and secondary expansion routes 1, 2, and 3. Each of these routes has advantages and challenges, but ultimately they would provide a network of shared use. Building multiple extensions is also a possibility. All the proposed routes have environmental challenges given the frequent flooding of several locations within the Chehalis basin.

The fact that flooding occurs should not deter consideration of various alternative routes. The priority of any trail connection should be the crossing of the Black River. Route 3 provides the shortest crossing of the Black River—from the trail, south on Holms Road SW—the proposed bridge would link Holms Road SW to Laymon Road SW (provided residences on both sides of the river agree to grant easement).

Route 1 moves southward along Moon Road SW, westward along 175th Avenue SW, westward along McCormack Road SW, and southward along Anderson Road SW until it intersects with US 12/Highway 12. This option connects the trail to the Chehalis Reservation and Trust Lands



using a mix of shared use paths and shared use routes to connect residents and others to both Rochester and the Confederated Tribes of the Chehalis Reservation with a multitude of options in between.

Routes 2 and 3 would be the next best option for connecting the trail to the community of Rochester via School Land Road. This will require engagement of the property owners along the various routes.

Both routes 1 and 2 anticipate the construction of roundabout safety improvements to improve traffic flow and to allow pedestrians and cyclists to cross busy intersections on US 12/ Highway 12. Currently, the Confederated Tribes of the Chehalis and the Washington State Department of Transportation are discussing proposed intersection improvements.

Community Outreach

Initially, outreach was primarily focused on community leaders, organizations and agencies. However an open house and survey were completed in 2019 to determine the community preferred expansion route for the southern end of the proposed Gate-Belmore Trail. Thurston County Public Works partnered with the Thurston Regional Planning Council (TRPC) to present the southern trail expansion options to the Rochester community during a public meeting. Community members were invited to the meeting via direct mail. Staff shared the expansion options through individual engagement, poster boards and flyers.

At the meeting, participants were encouraged to participate in a survey to select their preferred expansion route option. An electronic version of the survey was also shared on county social media and posted on in the Parks & Trails section of the Thurston County website. A total of 73 people completed the survey.

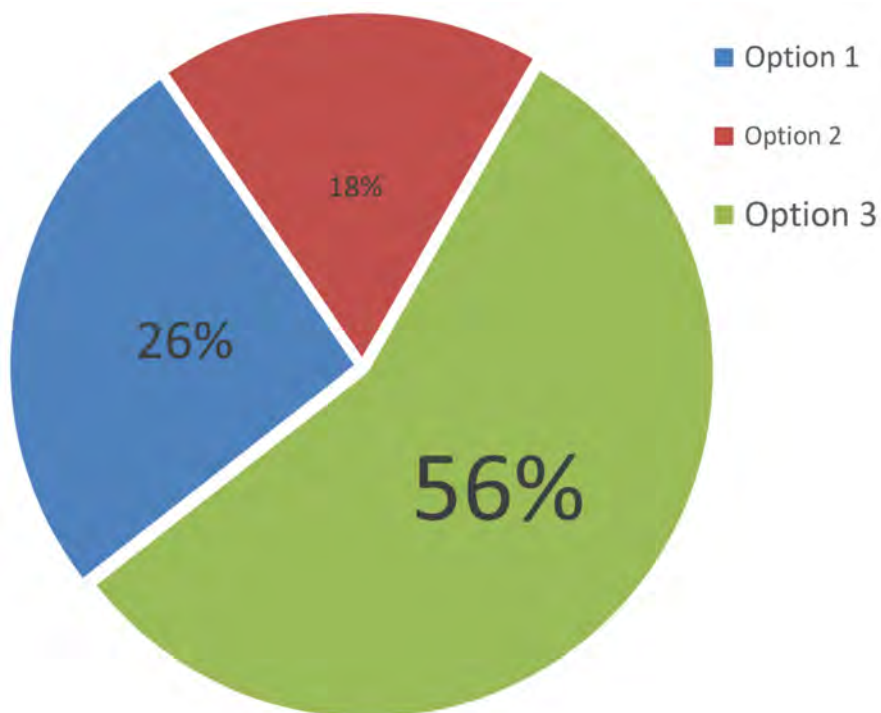
Of those who took the survey, 41 preferred option 3 for connecting the trail to the community of Rochester via School Land Road through Laymon Street.

A total of 19 respondents preferred option 1 via Anderson Road and 13 respondents preferred option 2 from School Lands Road to Moon Road.

A comprehensive review of all survey responses and comments are included in Appendix D.

Additional outreach should be undertaken to refine these recommendations before one or more routes are finalized within the Rochester community. Additional engagement with property owners will also be required.

Rochester Community Survey



APPENDICES

APPENDIX A

Stakeholders list

Thurston County

County Manager	County Manager	360-754-2960	chavezr@co.thurston.wa.us
Commissioners	County Commissioners	360-786-5440	Commissioners@co.thurston.wa.us
Public Works – Parks	Parks Manager	360-867-2300	hibdonk@co.thurston.wa.us
Public Health & Social Services	Chronic Disease Prevention Program Manager	360-867-2500	hawkinc@co.thurston.wa.us
Public Works – Office of the County Engineer	County Engineer	360-867-2300	lindblos@co.thurston.wa.us

Surrounding counties

Lewis County	Facilities Manager	360-740-1337	Doug.carey@lewiscountywa.gov
Grays Harbor County	Director of Utilities and Facilities	360-964-1647	mcox@co.grays-harbor.wa.us

Thurston County cities and towns

City of Tumwater	Parks and Recreation Director	360-754-4160	Cdenney@ci.tumwater.wa.us
City of Tumwater	Recreation Manager	360-754-4160	tanderson@ci.tumwater.wa.us
Rochester Chamber of Commerce	President	360-789-5688	grumpaweaver@aol.com

Tribes

Chehalis Tribe	Grants Coordinator	360-508-8390	jburnett@chehalistribe.org
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Non profit

TRPC	Senior Planner	360-741-2526	brewstp@trpc.org
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State Government

DNR	Regional Recreation Manager	360-902-1435	philip.wolff@dnr.wa.gov
WSDOT	WSDOT Planning Office - Senior Planner	360-357-2728	nedrowt@wsdot.wa.gov
WSDOT	WSDOT Olympic Region Planner	360-704-3207	alamn@wsdot.wa.gov

Non-Thurston County cities and towns near county border

Oakville	Public Works Director	360-791-8772	oakvilepublicworks@gmail.com
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School Districts

Tumwater	Supervisor of Construction and Capital Projects	360-709-7005	mel.murray@tumwater.k12.wa.us
Rochester	Superintendent	360-273-5536	kfry@rochester.wednet.edu

APPENDIX B

Community Meeting Notes

GATE BELMORE TRAIL CONNECTIVITY STUDY
MEETING NOTES WITH JENEE BURNETT
07/13/2017

On 7/13/2017 Roger Giebelhaus and Galen Radtke of Thurston County Public Works met with Jennie Burnett of the Chehalis tribe to discuss possible routes for southern trail extensions of the Gate Belmore corridor. We drove in the vicinity and within the Chehalis tribal lands to view several alternatives. Below is a summary of the meeting.

- Moon road runs north and south of HWY 12. According to Jenne, the tribe is upset about the condition of Moon Road.
- The tribe is interested in a roundabout on the intersection of Moon Road and HWY 12. They also want to turn Moon Rd south of HWY 12 into a one way north bound street so drivers would have to use Anderson Road to access the casino. This could make for a win-win partnership opportunity to build a SUP.
- North of Moon Road and south of 175th Ave farmers were spraying manure onto their fields. The smell would likely lower the experience of trail users. Jenne said this is a frequent problem. It is unknown if the smell is concentrated in this area/route or if all trail routes would have the same intensity of smell. On the day of driving, this was the only area with an intense unpleasant odor.
- Jenne said Fostrom Road does not flood despite being in a FEMA 100 year flood zone area.
- A Mennonite community lives on and around Fostrom Road.
- At its southern most point Moon Road turns to become 188th which goes past the casino. Jenne said 188th is an ideal road for a SUP.
- The intersection of Anderson Road and HWY 12 is also an area a roundabout may go in. Jenne said that this is an acceptable option. Anderson Road north of HWY 12 floods frequently. The road and SUP could be raised but would need culverts.
- Jenne said the crossing of Forstrom Road and HWY 12 is undesirable as a trail crossing because it is unsafe due to visibility and speed issues. South of HWY 12 Forstrom Road is an ideal option to link Rochester and Chehalis Village via SUP.

**GATE BELMORE TRAIL CONNECTIVITY STUDY
MEETING NOTES WITH CHEHALIS TRIBE
10/29/15**

Meeting with Chehalis Administration Staff; Jenne Penn (Grant Planner), Amy [Lautermilk](#) (Planning Director) and Rodney Youckton, Tribal Enterprise Chief Executive Officer.

Roger, PW Planner, provided an overview of the trail history of the Gate Belmore Right-of-Way ownership and the County's intent to build a 12.5 mile trail. Tribal Staff. The existing ROW and proposed destination sites that include the Town of Rochester and the Chehalis Tribal Community.

The current trail end point is located at the intersection of Gate Road and Holm Road SW. I introduced the intent of the connectivity study for the purpose to determine where the trail should expand to in the future. The study is intended to identify various alternatives and the viability of each based on cost, physical constraints and community preference. Each alternative has its pros and cons. The alternatives focus is to connect the trail to the Chehalis Tribal Community and the Town of Rochester and beyond. The alternative also wants to use existing scenic corridors that will link business centers, nearby schools and other points of interest to the trail system.

One of the greatest concerns expressed was a pedestrian/Bicycle crossing at highway 12. Amy Lauterman indicated that the Anderson Road and Moon Road crossings are dangerous the closer the road crossing of HWY 12 to the Town of Rochester may be better given lower speed limits. The crossing at Anderson road is an important safety issue for the tribe that is currently being discussed with the Washington Department of Transportation. In addition the use of Anderson road north of HWY 12 to McCormick Road would require the road to be paved. Also, this section of Anderson road frequently floods. Any crossing of HWY 12 will have to include good sight distance for bike and pedestrians to cross safely. Further discussion of the highway crossing for a trail will require further discussions with WSDOT at a later time.

Jenne indicated that they have concluded that whatever they build (in the vicinity of the tribal community) the trail will likely be underwater for short periods of time. She would like to see better trail access to schools in the area and believes the trail would be significantly used by local middle school and high schools as an option to drive if given the opportunity. Rodney indicated that the trail as proposed would add a greater variety of recreational opportunities to visitors of their other enterprises (casino & Water Park/ Hotel). Those opportunities are:

- Bicycling, running, walking along and through scenic trail corridors
- Canoeing the Black River
- Possible Rope courses including Zip Line features
- Etc.

All of those recreational activities have associated entrepreneur opportunities for Tribal Members from canoeing outfitting and guided tours to bicycle rentals and on and on. The economic expansion around the adding of a trail would further compliment the current and future enterprises in the area.

Amy indicated that she thinks that a Dog park along the trail would be a useful activity in the area. Many of the visitors come to one of their enterprises bring their pets and would love to have somewhere to take them. The trail would provide a safe place for walking their pets. Currently people from Rochester drive to the County's Dog Park located at the WARC.

The meeting concluded Amy, Jenne and Rodney agreeing to provide a letter of support for the trail project for [Federal Land Access Program](#) Grant to be submitted early next year.

GATE BELMORE TRAIL CONNECTIVITY STUDY
MEETING NOTES WITH GENE WEAVER AND DONNA WEAVER
10/06/15

The meeting with the Weavers was located at the Rochester Diner at 1:30 P.M., on October 6, 2015.

The meeting began with an overview of the County's current ownership (using an existing map) of the Gate Belmore Trail Corridor. The overview included brief but limited history of the county's ownership of the Gate Belmore Corridor (with a brief explanation of Rail Banking). The future trail development was characterized as becoming the Chehalis Western Trail on the west-side of Thurston County. The conversation then turned to the Connectivity Study that evaluates future expansion from the north and South ends of the trail corridor. The Maps used for both ends of the trail provided several alternatives, all of which were discussed in some detail.

The focus of the meeting regarded the southern terminus of the County's current Rail Corridor ownership. Gene weaver indicated that at one time the Rail Master for the Puget Sound and Pacific Railroad (PS&P) had wanted to convert the current rail line to a trail. The rail master was re-assigned out of state that curtailed the project. Gene continues to believe that it's a good idea if the rail line were converted to a trail. The trail would be a benefit to the community and to neighboring residences.

Donna Weaver reviewed the alternatives and expressed some concerns shared by her father that the possible crossings of Highway 12 were problematic. Highway 12 is very busy and accidents are very common based on the amount of traffic and speed by which vehicles travel. Donna also endorsed the idea of using the rail line corridor. Donna liked the idea of a bridge over the Black to connect Holm Road to Laymon Road.

Both Gene and Donna indicated that some neighbors will object to the trail idea based on concerns about crime and homelessness. Gene indicated that the trail would be progress and be very good for the community overall. Donna provided a historical back ground for the area that was the Town of Gate that is located at the end of the Gate Belmore rail corridor. She has been working with the local Boy Scott Troop to erect a Monument near the end of the trail. The opportunity to have an exhibit that provides a historical lesson would be something she would like to see as an element of the trail.

Gene introduced staff (Roger Giebelhaus) to Rodney Youckton, Chief Executive Officer for the Chehalis Tribal Enterprises who just so happened to be at the dinner. Mr. Youckton reviewed the aerial map provided for discussion and indicated that he would like to provides residence and visitors to the area something else in addition to gambling and the water park.

Mr. Youckton gave me his card in order to set up a meeting and discuss the trail alternatives further at a future date.

Gene and Donna Weaver provided the following thoughts:

- The Study should include discussion with others in the Rochester Community when looking at alternatives. The Weavers fully the endorse using the rail line or corridor as much as possible. In addition I gave him the aerial map so that he could use it to discuss the study alternatives further at the next Chamber of Commerce meeting.
- Encouraged the inclusion of a historical (educational) element to the part of the trail within the Old Town of Gate.

**MEETING NOTES FOR GATE BELMORE CONNECTIVITY STUDY
WITH THE BURLINGTON NORTHERN SANTA FE RAILROAD
01/21/2015**

Present at meeting: Dean Farris (DF), representative of Burlington Northern Santa Fe Railroad (BNSF), Ft. Worth, Texas and Roger Giebelhaus (RG), Thurston County Public Works. This meeting was over the phone since Mr. Farris could not be in attendance.

Discussion: The discussion lead off with a brief description of the purpose by RGs inquiry regarding the 1.3 mile section of BNSF line from 81st to 66th Ave. RG did send a Mr. Kuzma a map indicating the section of rail line that it was interested in (that was passed on to DF).

The study was described to DF in some detail that the county is requesting some idea of what the BNSF future plan is for the un-used property.

DF indicated that the current rail line is leased to Tacoma Rail. Tacoma Rail has 5-6 customers north of 66th Ave that are served by the line. The nearest customer is ¼ mile north of 66th Ave. Tacoma Rail has a 5-year lease and that they are well into the five years but the remainder of time is unknown.

DF indicated that he had driven the rail line last April and asked himself why BNSF hadn't sold the property south of 66th Ave. DF however thought that it could be because of the second set of tracks that exist just south of 66th Ave. The tracks would be necessary for a "Run Around" that allows the train engine to uncouple and proceed to the other end of the train. Currently Tacoma Rail does not use that track or that process to move cars back to the main rail. Since it appears that the rail line has not been used over the last two years and that he has not heard of any requests for commercial rail service to the area south of 66th Ave. it could be abandoned by BNSF. The Federal Surface Transportation Board does have a streamlined process that could abandon the line for sale to the county within 6-month to 1-year.

DF indicated that he will check with the Marketing and Operations Departments of BNSF and if no other issues exist then would send it on to the department that abandons remnant rail property. Mr. Farris indicated that he will get back to me if he has further information regarding this rail line in the future. I thanked him for his time and information and the call was ended.

**MEETING NOTES FOR GATE BELMORE CONNECTIVITY STUDY
WITH WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES
01/07/2015**

- Present at meeting: Nick Cronquist. Community Outreach and Volunteer Coordinator, Phil Wolff, Recreation Manager, Tom Shedd, Recreation Forester for the Capitol Forest DNR and Roger Giebelhaus, TCPW (RG)
- Discussion: The Gate Belmore project was outlined from the beginning of the County's owner of the 12.5-mile Railroad ROW. A map was used to illustrate current ownership and a historical perspective of the ownership was described. In addition, the connectivity study alternatives were outlined in sequence starting with the northern alternatives and then moving on to the southern alternatives.
- All along DNR Staff asked questions about the Gate Belmore Trail regarding equestrian use, ATV use and construction materials associated with trail design. In addition, DNR staff asked about project funding since they are also seeking funding for projects.
- We moved on to the southern alternative 5 that is Parrish Road SW from Gate Road to the Capital Forest access road. Questions followed the regarding parking near the trail end point. The concern expressed by DNR staff is that this parking lot for the Gate/Belmore Trail could turn into a parking lot for those wanting access to Capital Forest.
- DNR staff indicated that the southern part of capital forest currently does not have a trail system but a hiking trail is under consideration in the area. The access to the Capital Forest is gated but access could be made available to other user groups. DNR staff emphasized that these are trust lands and that recreational uses are important where possible. In some situations (areas) recreational activities are not compatible with ongoing Forestry (primary use of trust lands) uses and the DNR is not encouraging joint use in those areas and use of associated logging roads.
- DNR staff are very supportive of the County's approach and trail project and want to stay informed regarding this project.

**MEETING NOTES FOR GATE BELMORE CONNECTIVITY STUDY
WITH THE CITY OF TUMWATER PARKS AND RECREATION
12/29/2014**

Present at meeting: Chuck Denny City of Tumwater Parks and Recreation Director, and Roger Giebelhaus (RG) Thurston County Planner

Discussion: The Gate Belmore project was outlined from the beginning of the county's owner of the 12.5-mile Railroad ROW. A map was used to illustrate current ownership and a historical perspective of the ownership was described.

In addition, the current connectivity study is intended to look at the north and south ends of the current trail ROW for viable connections. Connections to the south are the Town of Rochester and the Chehalis Tribal Reservation and beyond. Connections to the north are Kenneydell Park, nearby schools, employment centers, commercial areas and residential neighborhoods. Maps were provided that show the four alternative connections to the north. Each of the alternative routes were outlined as to the schools, parks, neighborhoods and streets with bike and sidewalk facilities.

Mr. Denny expressed a preference for the purchase of railroad ROW to 66th Avenue SW (alternative 2) for a future trail corridor. In addition, he also liked the Alternative 3 that uses the BPA ROW or variations of for future access to Blackhills High School, neighborhoods and future city park site. If the land around the BPA ROW were to develop (residential) a separate trail that connects to the trail could become the outcome in lieu of parks impact fees.

We continued to discuss furthering the railroad ROW to the north. Mr. Denny thought that if we can get the railroad ROW to 66 that this provides a synergy to develop that rail to the north into Mottman Industrial Park and to Percival Canyon (future city park site).

The study also creates a tool to be use to attain future grants and to formalize trail design without further engineering reports. The various grant programs were discussed and Mr. Denny indicated an interest to be involved in either as a partner or supporter of our efforts to get the trail constructed. Mr. Denny did indicate that the current Mayor of Tumwater is a big supporter of pedestrian and bike trails.

The meeting concluded with a commitment to keep on talking regarding the Gate Belmore Trail and future extensions of the ROW.

GATE BELMORE TRAIL CONNECTIVITY STUDY
MEETING NOTES WITH CHEHALIS TRIBE
12/01/14

Meeting with Chehalis Administration Staff; Jenne Penn (Grant Planner), John Valenzia (Finance), Amy Lautermilk (Planning Director), David Burnett (Tribal Chairman) and Glenn Connelly (Natural Resources) I provided an overview of the original trail history of the Gate Belmore Right-of-way ownership and the County's intent to build a 12.5 mile trail. Tribal Staff. The existing ROW and proposed destination sites that include the Town of Rochester and the Chehalis Reservation.

The current trail end point was identified at which I introduced what my study is about and the alternatives explaining each one and why they were selected. Each alternative has its pros and cons with additional connections to the reservation, scenic corridors and schools and other future trail connections.

One of the greatest concerns expressed was a pedestrian/Bicycle crossing at highway 12. Amy Lauterman indicated that the Anderson Road or the Anderson road crossings might be the safest since both have good sight distance. In addition, a crossing would need speed limit reductions on Hwy. 12 and some type of special crossing. Further discussion of the highway crossing would have to be taken up with WSDOT at a later time.

Preferred alternative were Alternative 2 but not using the Gate Road from Holms Road to Moon Road because of past accidents and fatalities at that intersection.

Another option was suggested as an option off of McCormick Road (turns into Sickman-Ford Road) that dead-ends into highway 12. The alternative would take the route west on Hwy 12 to Pearson road. Pearson is a perspective trail opportunity the Tribe would like to use to go north and potentially connect into the Sickman-Ford Road.

Alternative 4 was mentioned with the option of taking the route from the end of Laymon Road (at intersection of Layman Road and School Land Road), east on School Land Road to Forstrom Road then south down Forstrom (crossing highway 12) to 188th. Then east on 188th into Rochester.

Ideally the railroad (Rail America Line) would agree to allow a shared use of the outer perimeter of its right-of-way for use as a Shared Use Path. This would allow for safer access to Rochester and surrounding schools, businesses and neighborhoods. However, it is also understood that this is an active rail line that the railroad may have safety and liability concerns.

The group agreed that the report would be beneficial to all in the future when applying for grants, trail design and locations for future trails.

**GATE BELMORE TRAIL CONNECTIVITY STUDY
MEETING NOTES WITH TUMWATER SCHOOL DISTRICT (TWSD)
10/14/14**

Meeting with Mel Murray, Capital Facilities Manager and Kim Howard, Public Relations Officer
I provided an overview of the original trail history to TWSD Staff. The existing ROW and surrounding school sites were pointed out in relation to one another.

The current trail end point was identified at which I introduced what my study is about and the alternatives explaining each one and why they were selected. Each alternative has its pros and cons with additional connections to schools developments and the city's street grid system.

Mr. Murray identified the BPA alternative as the most favorable since it appeared to be in the wide open spaces and would be safer for children. The location in the proximity of the high school and future grade schools and middle school.

The BPA line runs through a future large development that has yet to occur. The new development would include a school site and other amenities.

Ms. Howard indicated that she did not like the Chehalis Western Trail since she felt that not enough people used it and that she did not feel safe using it. However, the school district has a Walk and Roll Program that several schools have signed up for but not Blackhills Elementary. The Blackhills grade school does not have the same density and interest to support this type of program.

Mr. Murray and Ms. Howard expressed that the preference for Alternative 3 for reasons of safety and access to the high school and other future school sites. They were not opposed to alternative 2 except for access to school site was weak. Alternative one was felt to be too physically intrusive and did not see parents wanting their children on either alternatives 1 or 2.

MINUTES OF FIRST MEETING OF THE GATE BELMORE TRAIL CONNECTIVITY STUDY ADVISORY GROUP OF AUGUST 21, 2014

MEETING ATTENDEES

Lois Sauvage, Timothy Shute, Kerry Hibdon and Roger Giebelhaus

INTRODUCTION

The meeting started with a brief introduction of members of the group and interests related to the Gate Belmore Trail. In addition, the Public Works staff discussed the agenda, some meeting ground rules and an outline of the Surface Transportation Program Grant.

PROJECT MEETING SUMMARY

The meeting continued with a brief overview of the north and south study areas using a map to illustrate how the study areas relate to the existing railroad rights-of-way (ROW). The study area maps also show how alternatives relate to the existing trail, railroad ROW.

SOUTHERN STUDY ALTERNATIVES ROUTES AND DESTINATIONS

A study map was used to identify the various routes to Oakville, the Chehalis Reservation, the Capital Forest and Rochester/Grand Mound areas. The routes are labeled to indicate the destination.

The route to Oakville at the south end of the trail would continue west on existing rail corridor. The rail line appears to still be active with the majority of the rail line (in Thurston County) lying adjacent to Hunter Road SW. The Thurston County portion of the trail would end at the County Line. The group asked if Grays Harbor County has any trails; plan to connect to this or other trails in Thurston County. Staff will follow up with contacting Grays Harbor County to get an answer.

The route to the Chehalis Reservation includes a couple of options. The common route for both options starts at the south end of the existing trail and proceeds west on Hunter Road turns left onto Moon Road and follows Moon Road south to the 175th Avenue. The first option is along 175th west to Anderson Road, and then follows Anderson Road south to Highway 12. The other option continues on Moon Road south to Highway 12. Either route will take you to the Reservation. The Anderson Road option may be preferable since Anderson Road south of Highway 12 has wide shoulders that are pedestrians and cyclist friendly. The Moon Road option would require significantly road widening south of highway 12 within the 100-year flood plain.

The route to Rochester/Grand Mound would follow the adjacent rail line and/or Holm Road that borders the tracks to the Black River. The trail would require a separate bridge over the Black River to the Laymon Road SW. If the trail followed the Laymon Road it would dead-end into School Land Road SW. The other option is to continue using the rail ROW into the town of Rochester and potentially into Grand Mound. This route is the option selected in the Thurston Regional Planning Council 2007 Trails Plan.

These routes utilize existing roadways and active rail corridors. Kerry Hibdon indicated that he has spoken in the past with a representative of "Rail America" operator of the rail that intersects the trail at the southern end. Kerry indicated that he would provide the contact information to staff so those discussions can continue. In addition, Kerry indicated that he has been in contact with Lewis County staff about future trail connections.

The last trail connection is the route to Capital Forest. Directly north of the current trail's end is the Parrish Road that if followed north takes you to the southern entrance to Capital Forest. For the adventurous that enter they can follow a maze of gravel roads into a scenic working forest.

A number of other trail/shared use paths were discussed using existing ROW or purchase of additional ROW.

Members had a number of questions about the various routes ranging from scenic quality to route directions. Staff discussed the environmental and other considerations for the proposed routes. Staff also provided some pros and cons for each route.

NORTHERN STUDY ALTERNATIVES ROUTES AND DESTINATION

The northern study area has four alternative routes with various destinations. Two of the alternatives lead to Kenneydell Park, two leading to 66th Avenue SW and one runs east to Littlerock Road.

Alternative 1 would route a shared path along Fairview Road north to Kenneydell Park. Staff outlined some of the practical difficulty of widening the road to accommodate a pathway through streams and wetlands. Also, additional ROW would be needed from adjacent property owners and neighborhood opposition could be anticipated.

The second alternative is to continue north on the railroad grade to 66th avenue and connect into the back side of Kenneydell Park using Fish Pond Drive SW. Kerry indicated that the county has set aside funds to purchase the additional rail ROW and has made application to Burlington Northern Santa Fe (BNSF) to abandon the ROW for purchase. The BNSF Railroad expressed no interest in abandoning the 1.3 mile ROW (even as it is currently over grown by vegetation). Staff indicated that this is by far still the preferred alternative and that additional efforts will be made to pursue purchase of the railroad ROW.

The third alternative is to construct a trail within the Bonneville Power Administration (BPA) ROW that runs through the northern end point to the trail. The BPA ROW runs northeasterly passing near Blackhills High School and then runs north to 66th Avenue. Staff indicated that quite a few trails utilize utility corridors and that the trails would have to share use of a future trail with BPA maintenance vehicles. Staff has not discussed this with the BPA but will explore this option. Members of the group liked the connection to adjacent neighborhoods and the school.

The forth alternative was to find a way to connect the trail to the east towards 81st Avenue that leads to Littlerock Road. The county still holds unopened ROW needed to make this connection but it runs through a wetland that has yet to be evaluated by staff. This route would provide a connection to Littlerock Road and neighboring residents in the area but the effort to make the connection could be very time consuming and expensive.

RAIL TO TRAIL AND/OR SHARED USE PATH DESIGN

Staff showed illustrations of trail and shared use path designs from the Washington State Department of Transportation (WSDOT). The illustration showed an example of a shared use path adjacent to a road or street and second example of a typical trail cross-section. In addition, the county staff showed three separate trail cross-sections they developed for trail widths of 8-feet, 10-feet and 12-feet. The 10-foot width is the standard used for the Chehalis Western Trail and the Yelm to Tenino Trail.

The 12-foot width and greater are becoming more common state-wide especially in urban areas given the popularity of the trails. The 8-foot wide trail design is necessary if special circumstances limit trail width for construction.

The group expressed little concern about the trail widths since the current trail widths have been working well and that the designs follow accepted engineering standards.

Staff Tasks:

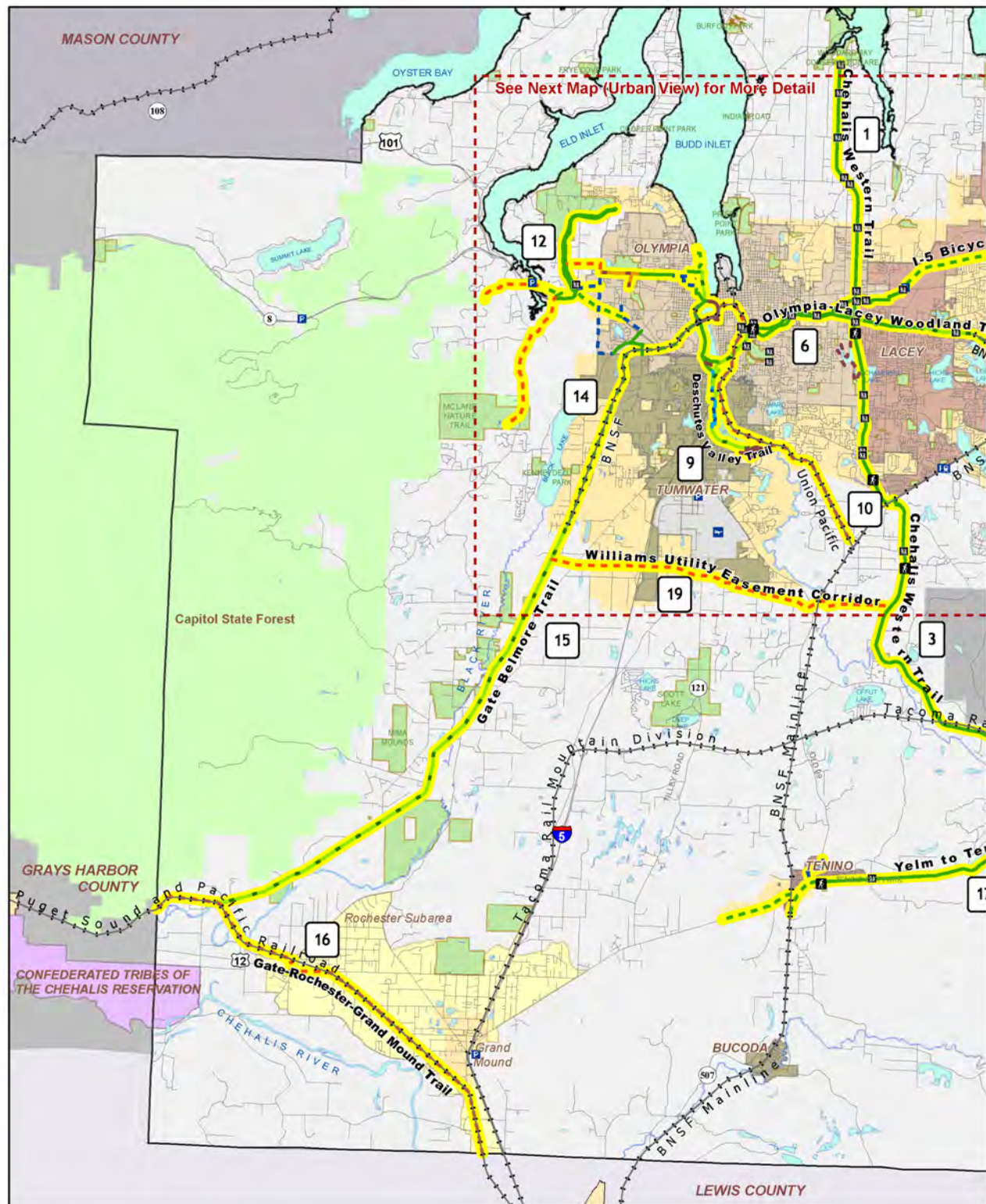
- Contact, Rail America and Burlington Northern Santa Fe Inc. about future use of rail ROW

-
- Contact, BPA about a trail within utility ROW
 - Create cost estimates for shared use paths adjacent to public roads and bridging the Black River
 - Contact, the Confederated Tribes of the Chehalis about trail connection options to reservation.
 - Contact the Rochester and Tumwater School Districts to discuss trail connections for input.
 - Contact Kerry Hibdon for Railroads contact information.
 - Contact Officials at Lewis and Grays Harbor Counties to discuss future trail connection concepts and potential links.
 - Contact the City of Tumwater's Parks and Public Works Department for input on Northern connection alternatives.

Staff will be scheduling the next meeting when the necessary research has been completed for further discussion. If anyone on the advisory group has questions or concerns regarding this process please contact me to discuss. I'm also sending the presentation materials we viewed at our last meeting as Tim requested.

APPENDIX C

TRPC Regional Trails Map



APPENDIX D

Southern Expansion

Rochester Community Survey

ROCHESTER COMMUNITY SURVEY

Total	Online Surveys 11-13-2019 to 12-31-2019	Paper Surveys Completed at Rochester Main Street Community Meeting 11-13-2019
73	33	40



Paper Survey Response



Online Survey Response

Option 1	Option 2	Option 3	Comments
1			Improvement to notices to public/local residence is essential. The mailer notice of to-night's meeting was the 1st mailing I have received in my PO Box, despite claims of prior mailings and notices stated to have been sent. Somewhere in your process there has been a failure to connect with the older populous of this community. Increase efforts to ensure all local property owners PO Box holders and/or residential address receive notices.
		1	
		1	Options 1 and 2 do not come close to Rochester.
		1	
		1	
		1	Bicyclists and joggers are in danger along the Gate/Mima roads between Rochester and Littlerock.
1			
	1		
1			
1			I love this idea!
1			We will be sending a large email to TRPC.org. Rob & Lorrain Johnson (who live at Laymon Rd.)
		1	
1			We are very interested in how this can be used with our youth nonprofit organization and ensuring it is open and available for equestrian use.
1			
1			
	1		Best choice to serve the whole rochester community
		1	
	1		
		1	Important that it is open for horse use. Woule like to use for our nonprofit youth org. Horse trailer parking please!
		1	Safer to get to safe areas to be in Rochester.
1			I like all these, especially 1 and 3. Make it happen please!
		1	If I have to choose it would be 3. I am very concerned about the safety of our community with a trail through here. The homeless explosion is a serious issue and I feel this would
		1	
	1		
		1	Very excited about the development of this trail, thank you.

ROCHESTER COMMUNITY SURVEY

☐ Paper Survey Response

☐ Online Survey Response

Option 1	Option 2	Option 3	Comments
1			Trail access to Hwy 12 and Chehalis Tribal lands does not benefit Rochester residents. This benefits Olympia residents who have outgrown their outdoor space. Rochester residents are not interested in expanding our open areas more access. Just the opposite. We purchased 5 acres here 27 years ago to ensure our open areas are left open. Not to cut pathways for traffic through our properties. The vision of this project is not in the best interest of the residents of Rochester.
1			Show some pride in the area.
		1	Live on Forstrom Rd., so Laymon would be ideal. But, we need to get funding. Have you written any grants? I've been waiting forever.
		1	
1			
		1	In order to use this rails safely, no brush. I don't use the Tenino trail because of all the brush. It just needs to be wide open please.
		1	We need a trail. There is no place to walk or travel that isn't on the roads.
		1	
		1	I don't have strong opinions about the extension, but would love the gate-belmont trail to be opened. My family would use it constantly. Please bring this great resource to our
		1	Please add me to any email distribution list.
		1	We live in the Gate area and are very excited to development of the Gate-Belmore trail to Tumwater. I ride my bike around Gate now and believe 1 & 2 are very low priority. Please hear my strong vote for 3. A safe, scenic ride to School Land Road so I can shop/
		1	I like the idea of the trails, so does my family.
		1	Not Moond Rd. Cuts into agricultural fields and nursery property. Big grain trucks and some log trucks use Mood Rd. Its too dangerous for foot and bicycle traffic.
		1	
		1	
		1	
1			My preference is conditional on the preferences of the Confederated Tribes of the Chehalis.
		1	Lets go. please build it summer 2020!
		1	
		1	
		1	
	1		
1			
	1		

ROCHESTER COMMUNITY SURVEY

☐ Paper Survey Response

☐ Online Survey Response

Option 1	Option 2	Option 3	Comments
		1	
	1		
		1	
	1		
		1	
	1		
1			
		1	
		1	
		1	
	1		
	1		
1			
1			
		1	
1			We don't want any extensions but that wasn't an option above. We believe the trail should end at Tumwater and loop around up there. Most Rochester families I have spoken to, as the meeting the other night suggested, do not want this going by our homes or through our farms. This just invites your Olympia problems down to our neck of the county: drugs, thieving, homelessness, garbage, feces, etc. not to mention pediphilers. No thank you!
1			The colors (red, blue, green) used made it seemed there was a level of importance to the choices. It sure what is better, how long will it take to build, will it depend on tribal or railway approval?
	1		I would prefer the construction be completed at least to the Littlerock area on the Belmore trail as it's been in the works for at least 15 years that I know of. The gate road is dangerous for the many bike riders who use it and completion of that section would make sense prior to asking what "expansion" I'd prefer, as I find myself scoffing at the question when nothing has been moved forward with the trail at this time.
		1	
		1	
		1	
		1	
		1	
		1	
			None of the above options work for the Grand Mound area. There are no areas listed in the Grand Mound area. The narrow country roads will be a pain for the land owners (litter), the Blue line starts nowhere and ends nowhere, the Green line has the best hope, going from Elma to Grand Mound. But more parking must be made available and more user-friendly parks. These are important elements for a walking/biking trail. Why were the above options offered? Most of the population is in the Grand Mound area, that's where the trails should be built.

APPENDIX E

Southern Expansion Rochester Public Meeting Evaluation & Comments

Public Meeting, Swede Hall (Rochester)

November 13, 2019

Total Number of Respondents = 32

1. How did you find out about the meeting?

Media	# of Respondents	% of Respondents
Email	2	6.3%
Website	1	3.1%
Work	0	0.0%
Friend/Neighbor/Co-worker	0	0.0%
Newspaper	0	0.0%
Mail	29	90.6%
Other	1	3.1%

Other
1. Facebook

Comments

- Although I live in Lewis Co.
- PO & Mailbox
- First mailing ever received
- 1st and only mail notice we have received

2. What topic(s) made you want to attend the meeting (check as many as apply)?

Topic	# of Respondents	% of Respondents
Main Street Rochester project	24	75.0%
Rochester Subarea Plan	18	56.3%
Gate-Belmore Trail	15	46.9%
Rochester-Grand Mound Transportation Plan	14	43.8%
Other	4	12.5%

Other

1. Other - want small biz development (locals!) here. We need careful, cautions "freshing up" of the Rochester core (Core) SAVE the water! Save area for future farms.
2. Other - Very disappointed with the new round about! Dangerous! Why not a light? No more Roundabouts! People do pay attention to traffic lights.
3. Other - This is the first time our household has received any notice doe input for any of these projects.
4. Other - Want Rochester to stay rural - Don't want Exit 88 crap to bleed into town and rural community

Comments

- Trail #2 Preferred
- Future meetings need to be announced by mail. I missed the other meetings. I only found out about the meeting from the mailed flier.
- My concerns are for the pedestrian safety or dealing with traffic
- Need the gate - Belmore Trail
- Yes, more trails please The Grand Mound roundabout is dangerous!!! Badly planned. Why not put a light there? And at next one that's planned? A light?
- It said final on it and it was the first notice
- Curious about increased public transportation (bus) and walking/riding trails
- When do we get to vote on these improvements
- When do we get to vote on these topics?
- This topic was not addressed at all

ROCHESTER PUBLIC MEETING EVALUATION & COMMENTS

3. Would you agree that you had adequate opportunity to participate?

Rating	# of Respondents	% of Respondents
Strongly Agree	6	18.8%
Agree	10	31.3%
Neutral	7	21.9%
Disagree	5	15.6%
Strongly Disagree	2	6.3%

Comments

- I think people are responsible themselves for keeping up with the planning process.
- There should be a public vote on whether the projects proceed as outlined.
- Mailings are probably the best way to reach this community
- Many decisions seem to be made regardless of our input.
- No decisions seem to be already made. Way too chaotic and noisy. Presenters needed microphones!!! People with questions should have had a microphone!!!
- Failure to provide adequate mailings to residence and/or PO Box holders has not allowed most in this meeting to participate before tonight.
- happen to have day off. Commute to Dupont generally home by 7:30pm to late
- However, Swede Hall is not conducive to this type of workshop. Should use one of the school commons or gym. Acoustics were horrible and speaker should have had a microphone.

4. Overall, would you say the meeting:

Rating	# of Respondents	% of Respondents
Exceeded your expectations	6	18.8%
Met your expectations	15	46.9%
Did not meet your expectations	9	28.1%

Comments

- Mine were low already. It's good that you're addressing real problems that are usually decided by monied interests not the citizens.
- Probably should have set up chairs for the large crowd.
- Did not have an expectations
- Loud participants should have a PA system for those of us that want to hear.
- More info needed before the meeting. Too much at once - too noisy.
- For many participants this is the 1st meeting notice seeking the "communities" input clearly many of us are upset that projects have progressed so far in the planning process
- Keep sending mailers
- Didn't know what to expect
- Staff were helpful and knowledgeable. Meeting space and format did not compliment each other. Also staff should spend time preparing for the vocal few that dominate the open mic. Thank you to the staff for all the "thank-less" work
- Was set up for info only

ROCHESTER PUBLIC MEETING EVALUATION & COMMENTS

5. What is your gender?

Gender	# of Respondents	% of Respondents
Female	13	40.6%
Male	13	40.6%
Other (specify)	0	0.0%

6. What is your age range?

Age Range	# of Respondents	% of Respondents
0-14	0	0.0%
15-24	0	0.0%
25-39	4	12.5%
40-54	4	12.5%
55-69	13	40.6%
70-84	5	15.6%
85 or older	1	3.1%

7. What is your race/ethnicity (check as many as apply)?

Race/Ethnicity	# of Respondents	% of Respondents
Black/African American	0	0.0%
American Indian & Alaska Native	0	0.0%
Asian	0	0.0%
Native Hawaiian & Pacific Islander	1	3.1%
Hispanic or Latino	0	0.0%
White	21	65.6%
More than one race	0	0.0%
Other	3	9.4%
Other 1. Melting Pot 2. European 3. Italian Descent		

Additional Comments

Comments

- When do we get to vote on these subjects
- Thank you all for your work and ideas to improve the quality and safety of our community. This can be a tough and cranky crowd, so thanks for being patient diplomatic. I would suggest trying to reach the younger demographic (ages 20-50) since these changes will be the ones they will use etc long into the future.
- Avoid using bump-outs that preclude bike travel, Inconvenient at feels dangerous to cyclist. Beyond scope but traffic control needed at Hwy 12 and Denmark St and Hwy 12 and James Rd. Thank you for coming
- If you have questions contact me @ cougfanwsu@gmail.com or 360-561-1385 Darrell Jennings

Emailed Comments

• We are deciding to email our comments to you due to its length.

Concerning the proposed future Gate-Belmore Trail. Option Green runs right through our farm. Our children are fifth generation. We are an active farm farming on both sides of the track. We have cattle and hay fields. We do not want the extension trail going through our farm.

We do not want garbage, drug needles, feces, homelessness, etc. coming from your area down to ours. Nor do we want this in our fields threatening our way of life, our livestock, our river, etc. We already know what is happening on the trail up north and no thank you!

May we suggest keeping the trail up north and loop it so people stay there.

The only people who live down here that benefits are The Chehalis Indian Tribe.

At the meeting tonight I observed many attendees were very much against the trail.

I don't understand why you are pushing for grant money so hard for items that are not near as important as the following where grant money would better be used:

Schools that are full.

Roads that need to be fixed.

Highway 12 from I-5 to Oakville and roads off of is one big death trap.

We already have two main entertainment and meeting sites- Swede Hall and the Tribal buildings.

Improving traffic flow on Hwy 12 is necessary.

We in our area are practical in nature and phoo phoo stuff is over the top.

It's bad enough all our prime real estate is being purchased right and left at the Grand Mound intersection by our tribe with little restrictions and very little pay back to our community as far as taxes and caring for our roads, schools and emergency outfits. I have yet to hear just exactly how much they pay each time they develop. Very vague responses.

Sincerely,

Rob and Lorraine Johnson

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THURSTON COUNTY

WASHINGTON

SINCE 1852



Thurston County Public Works

360-867-2300

co.thurston.wa.us/publicworks