

## Conditions and Recommendations

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

### Existing Facilities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Sidewalks, Bike Lanes, and Wide Shoulders**

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

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

**Summary of Existing Facilities**

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

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

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

## Recommendations

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

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

### A. The Regional Trail Network

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

#### Special Routes

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

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

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

**Table 3-1**  
**The Proposed Thurston Regional Trail Network**

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

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

### The Maps

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

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

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

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

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

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

### **The Narratives**

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

### **Summary of Recommendations for the Proposed Regional Trail Network**

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

### **B. Regional Trail Stakeholder Follow-Up Measures**

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

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

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

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

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

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

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



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

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

## 2. Long-Term Maintenance

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

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

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

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

### 3. Inter-Regional Trail Connectivity

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

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

### 4. Intra-Regional Multi-Modal Access and Connectivity

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

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

### C. Development Guidelines

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

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

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

**Table 3-2**  
**The Proposed Capitol to Capitol Trail Route**

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

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

**Table 3-3**  
**The Proposed Olympia Waterfront Route**

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

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

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

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

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

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

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

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

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

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

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

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

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