AGENDA
Transportation Policy Board
Wednesday, July 8, 2020    7:00 - 8:30 a.m.   Note: return to standard meeting time.

In order to comply with the Governor’s guidance to “Stay Home and Stay Healthy” and in keeping with the Proclamation by the Governor Amending Proclamation 20-05 Open Public Meetings Act and Public Records Act issued on March 24th, 2020, participation in the Policy Board meeting will be through remote access only.

Watch the meeting live on Facebook:
https://www.facebook.com/trpc.org

To provide or public comment, register in advance for this meeting:
https://us02web.zoom.us/webinar/register/WN_hBpjhlZtQDiPYa3BlvVQig
After registering, you will receive a confirmation email containing information about joining the meeting.

**Note: Policy Board members will be registered as panelists and will receive a separate link to join the meeting.**

1. **Introductions** – Andy Ryder, Chair
2. **Executive Director’s Report** – Marc Daily, TRPC
   - Introduction of new TRPC staff
3. **Approval of Agenda** – Andy Ryder, Chair  ACTION
4. **Approval of Meeting Notes from June 10, 2020** (Attachment) – Andy Ryder, Chair  ACTION
5. **Public Comment Period**
   - Public comment for this meeting will be accepted in written and oral format.
     - The deadline for submitting written public comments or registering for oral public comment at the meeting is noon (12:00 p.m. Pacific Daylight Time) the day preceding the meeting, July 7, 2020.
     - For written public comment, please provide: 1) your name and address and 2) your comments and send them to info@trpc.org. Written comments received by the deadline will be provided to the Policy Board members prior to the meeting.

A total of 30 minutes is allotted for oral public comment during the meeting. To register for oral public comment, please use this link:
https://us02web.zoom.us/webinar/register/WN_hBpjhlZtQDiPYa3BlvVQig

   1) check the box indicating you wish to provide public comment; and 2) list a general topic. The Chair may limit oral public comment to three minutes or less, depending on the meeting agenda and number of people wishing to comment

6. 7:40 – 7:50 **Regional Transportation Improvement Program Amendment 20-07** (Attachment) - Sara Porter, TRPC
   - The Board will consider adding a Thurston County Project to the RTIP.  ACTION

7. 7:50 – 8:20 **Intercity Transit Update** (Attachment) – Ann Freeman-Manzanares, Intercity Transit
   - Intercity Transit will provide an overview about returning to limited fixed route service, service changes for fall 2020, vanpooling, and coping with COVID-19.  PRESENTATION

8. 8:20 – 8:30 **Main Street Rochester and Grand Mound Transportation Study** (Attachment) – 
   - Katrina Van Every, TRPC; Allison Osterberg, TRPC  PRESENTATION
   - **Note: This agenda item is time permitting.**
   - Staff will provide a review of the Main Street Rochester Study (complete) and the Grand Mound Transportation Study (underway). Both projects were funded through TRPC’s Call for Projects, with matching funds provided by Thurston County and Washington State Department of Transportation.

9. **Outside Committee Report** – Doug DeForest, Policy Board Member  BRIEFING
   - At the discretion of the Chair, this may be covered in the After-Meeting Summary.

10. 8:30 Adjourn

Additional Informational Enclosures:
1. Log Cabin Public Comments

---

No August 2020 Meeting.

Next Meeting – September 9, 2020

Remote participation information provided prior to meeting.
Public Comment:
The following is not acceptable as either written or oral public comment and is considered disruptive behavior.

- Promoting or advertising commercial services, entities or products.
- Supporting or opposing political candidates or ballot propositions.
- Distributing obscene content.
- Engaging in illegal activity or encouragement of illegal activity.
- Promoting, fostering or perpetuating discrimination on the basis of creed, color, age, religion, gender, gender identification, marital status, status with regard to public assistance, national origin, physical or mental disability or sexual orientation information that may tend to compromise the safety or security of the public or public systems.
- Threatening or intimidating language, including cyber bullying.
- Otherwise engaging in disruptive behavior.

Members of the public engaging in disruptive behavior may have their emails blocked (for written comments) or be removed from the meeting (for oral comments).

Thurston Regional Planning Council ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person based on race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding TRPC's Title VI Program, you may contact the Title VI Coordinator at 360.956.7575 or email info@trpc.org.

If you need special accommodations to participate in this meeting, please call us at 360.956.7575 by 10:00 a.m. three days prior to the meeting. Ask for the ADA Coordinator.
For TDD users, please use the state’s toll-free relay service, 711 and ask the operator to dial 360.956.7575.
# MINUTES OF MEETING

## TRANSPORTATION POLICY BOARD

**Wednesday, June 10, 2020**  
**Remote Access Only**

### Call to Order

Chair Andy Ryder called the meeting to order at 8:01 am.

### Attendance

**Members Present:**

<table>
<thead>
<tr>
<th>Organization</th>
<th>Representative</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Lacey</td>
<td>Andy Ryder, Chair</td>
</tr>
<tr>
<td>City of Olympia</td>
<td>Dani Madrone, Council member</td>
</tr>
<tr>
<td>City of Rainier</td>
<td>George Johnson, Council member</td>
</tr>
<tr>
<td>City of Tumwater</td>
<td>Pete Kmet, Mayor</td>
</tr>
<tr>
<td>Intercity Transit</td>
<td>Don Melnick, Board member</td>
</tr>
<tr>
<td>North Thurston Public Schools</td>
<td>Deanna Maddox, Staff</td>
</tr>
<tr>
<td>Port of Olympia</td>
<td>EJ Zita, Commissioner</td>
</tr>
<tr>
<td>City of Tenino</td>
<td>John O’Callahan, Council member</td>
</tr>
<tr>
<td>State Government</td>
<td>Kevin Dragon, DES Staff</td>
</tr>
<tr>
<td>Thurston County</td>
<td>Matt Unzelman, Traffic Engineering and Operations Manager</td>
</tr>
<tr>
<td>WSDOT</td>
<td>Joseph Perez, Staff</td>
</tr>
<tr>
<td>Emeritus Business Rep</td>
<td>Doug DeForest</td>
</tr>
<tr>
<td>Business Rep</td>
<td>Renee Radcliff Sinclair</td>
</tr>
<tr>
<td>Community Rep</td>
<td>Graeme Sackrison, Vice Chair</td>
</tr>
</tbody>
</table>

**Members Absent:**

<table>
<thead>
<tr>
<th>Organization</th>
<th>Representative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nisqually Indian Tribe</td>
<td>Heidi Thomas, Staff</td>
</tr>
<tr>
<td>Confederated Tribes of the Chehalis</td>
<td>Amy Loudermilk, Staff</td>
</tr>
<tr>
<td>Reservation</td>
<td></td>
</tr>
<tr>
<td>City of Yelm</td>
<td>Cody Colt, Council member</td>
</tr>
<tr>
<td>Community Rep</td>
<td>Kevin Pestinger</td>
</tr>
</tbody>
</table>

**Staff Present:**

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marc Daily</td>
<td>Executive Director</td>
</tr>
<tr>
<td>Karen Parkhurst</td>
<td>Planning &amp; Policy Director</td>
</tr>
<tr>
<td>Veena Tabbutt</td>
<td>Deputy Director</td>
</tr>
<tr>
<td>Dorinda O’Sullivan</td>
<td>Office specialist III</td>
</tr>
<tr>
<td>Paul Brewster</td>
<td>Senior Planner</td>
</tr>
<tr>
<td>Katrina Van Every</td>
<td>Senior Planner</td>
</tr>
<tr>
<td>Dave Read</td>
<td>IT Manager</td>
</tr>
</tbody>
</table>

**Others Present:**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mary Heather Ames</td>
<td>City of Tumwater</td>
</tr>
<tr>
<td>Martin Hoppe</td>
<td>City of Lacey</td>
</tr>
<tr>
<td>Sophie Stimson</td>
<td>City of Olympia</td>
</tr>
<tr>
<td>Eric Phillips</td>
<td>Intercity Transit</td>
</tr>
<tr>
<td>Jessica Gould</td>
<td>City of Olympia</td>
</tr>
<tr>
<td>Rob LaFontaine</td>
<td>Intercity Transit</td>
</tr>
<tr>
<td>Mark Russell</td>
<td>City of Olympia</td>
</tr>
<tr>
<td>Brian Meier</td>
<td>Thurston County Public Works</td>
</tr>
<tr>
<td>Karen Messmer</td>
<td>Intercity Transit</td>
</tr>
<tr>
<td>Ann Freeman-Manzanares</td>
<td>Intercity Transit</td>
</tr>
<tr>
<td>Carl Elliot</td>
<td>Citizen</td>
</tr>
<tr>
<td>Charlie Schneider</td>
<td>City of Tumwater</td>
</tr>
<tr>
<td>Collene Hawes</td>
<td>Clinical Operations Manager</td>
</tr>
<tr>
<td>Cristina</td>
<td>Citizen</td>
</tr>
<tr>
<td>Dan Mathis</td>
<td>Federal Highway Administrator</td>
</tr>
<tr>
<td>Heather</td>
<td>Citizen</td>
</tr>
<tr>
<td>John Wynands</td>
<td>WSDOT</td>
</tr>
<tr>
<td>Larry Dzieza</td>
<td>Citizen</td>
</tr>
<tr>
<td>Mike Burnham</td>
<td>Intercity Transit</td>
</tr>
<tr>
<td>Sarah</td>
<td>Citizen</td>
</tr>
<tr>
<td>Theresa Parsons</td>
<td>Thurston County Public Works</td>
</tr>
<tr>
<td>Trevor Jonen</td>
<td>Citizen</td>
</tr>
<tr>
<td>Brian Faller</td>
<td>Attorney</td>
</tr>
<tr>
<td>Agenda Item 1</td>
<td>INFORMATION</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agenda Item 2</th>
<th>ACTION</th>
<th>Approval of Agenda</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Board member Kmet moved, seconded by Board member Melnick, to approve the agenda. Motion carried unanimously.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agenda Item 3</th>
<th>ACTION</th>
<th>Approval of Meeting Notes from May 13, 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Board member Kmet moved, seconded by Board member Radcliff Sinclair, to approve the meeting notes from May 13, 2020. Motion carried unanimously.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agenda Item 4</th>
<th>ACTION</th>
<th>Public Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Christiana (Did provide last name), Resident</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Carl Elliott, Citizen</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Due to numerous disruptions by individuals using offensive language and imagery via Zoom, the public comment period was closed. Individuals were encouraged to provide comment in writing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agenda Item 5</th>
<th>ACTION</th>
<th>What Moves You – 2045 Regional Transportation Plan (RTP)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Senior Planner Katrina Van Every provided an update on the Regional Transportation Plan. The Board recommends approving the 2045 Regional Transportation Plan with consideration of the written public comment.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Chair Ryder moved, seconded by Board member O’Callahan, to approve the 2045 Regional Transportation Plan and that public comments be shared with the Regional Council for their consideration prior to action on July 10. Motion carried unanimously.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agenda Item 6</th>
<th>ACTION</th>
<th>2022-2025 Federal Transportation Funding Call for Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Senior Planner Paul Brewster provided an update on the 2022-2025 Federal Transportation Funding Call for Projects. The staff recommendation detailed a funding recommendation to the Council for $12.6 million Surface Transportation Block Grant (STBG), $1.2 million Transportation Alternatives (TA), $1.4 million, Congestion Mitigation and Air Quality Improvement Program (CMAQ) and $57,303 Highway Infrastructure Program (HIP).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Board member DeForest moved, seconded by Board member O’Callahan, to approve the staff recommendations of $12.6 million Surface Transportation Block Grant (STBG), $1.2 million Transportation Alternatives (TA), $1.4 million, Congestion Mitigation and Air Quality Improvement Program (CMAQ) and $57,303 Highway Infrastructure Program (HIP). Motion carried unanimously.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agenda Item 10</th>
<th>BRIEFING</th>
<th>Announcements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Board members had the opportunity to share information about what is happening in their organizations/communities.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agenda Item 11</th>
<th>BRIEFING</th>
<th>Outside Committee Report</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>There were no outside committee reports.</td>
</tr>
</tbody>
</table>

| Adjournment | |
|-------------| |
|             | There being no further business, Chair Ryder adjourned the meeting at 09:48 a.m. |

---

Andy Ryder, Chair

Minutes prepared by Dorinda O’Sullivan, Office Specialist III, Thurston Regional Planning Council
These minutes are not verbatim. A recording of this meeting is available upon request.
MEMORANDUM

TO: Transportation Policy Board
FROM: Sara Porter, Assistant Planner
DATE: July 1, 2020
SUBJECT: Regional Transportation Improvement Program (RTIP) Amendment 20-07

PURPOSE

Act on a proposed amendment to the 2020-2023 Regional Transportation Improvement Program (RTIP).

Summary:

- Thurston County has requested an amendment to the 2020-2023 RTIP to add the Pacific Avenue Safety project. The County has secured federal funding.
- This project includes enhancing the crosswalk at Lake Lois Road and installing illumination along Pacific Avenue from the Lacey city limits to Steilacoom Road.
- Adding this project to the RTIP will trigger a State Transportation Improvement Program (STIP) amendment, which will allow the project to go forward.
- This routine project amendment is consistent with the Regional Transportation Plan.

REQUESTED ACTION

Amend the 2020-2023 Regional Transportation Improvement Program to include the new Thurston County project Pacific Avenue Safety.
BACKGROUND

About the RTIP and STIP
The RTIP is a four-year programming document derived from the comprehensive six-year Transportation Improvement Programs (TIPs) that each local agency develops and adopts annually. In turn, the RTIP is used by the state to prepare the State Transportation Improvement Program (STIP).

The RTIP serves these main purposes:
1) It identifies a list of transportation projects that will be forwarded to the state for inclusion in the STIP. For federally funded projects, even if project funding has been awarded, it is not available to jurisdictions and agencies until the project is included in the STIP. To be included in the STIP, projects must be programmed for funding (funding-secured) in local Transportation Improvement Programs (TIPs) in the four-year period for both urban and rural areas and meet one or more of the following criteria:
   a. Have federal funding
   b. Are WSDOT projects
   c. Are regionally significant, regardless of funding source.
2) It demonstrates financial constraint for the projects referenced above.
3) It demonstrates consistency with RCW 36.70A, Section 70 of the Washington State Growth Management Act requiring transportation planning to be coordinated and consistent with local comprehensive plans.
4) It demonstrates that regionally significant projects programmed for funding during the time period will not cause or contribute to any new violation of the federal air quality standards for particulate matter of 10 microns or less (PM_{10}), will not increase the frequency or severity of any existing violation of the standards, nor delay timely attainment of the standards.
5) It identifies other programmed and planned transportation projects adopted in local six-year Transportation Improvement Programs.

RTIP and STIP Amendments
Federal requirements stipulate that changes to the RTIP require an amendment to the original document, which then triggers an amendment to the STIP. This is important because a jurisdiction cannot proceed with a project for which it has been awarded federal money until the STIP is formally amended and approved by the federal agencies.

Depending upon the kind of change required of the RTIP, this amendment may be a “formal amendment” process or a streamlined “administrative modification.” TRPC’s amendment and modifying processes for the RTIP incorporates guidance provided by WSDOT on amending and modifying the STIP. The project under consideration today requires an amendment to the RTIP, which in turn will trigger an amendment to the STIP.

In November 2017 TRPC approved a change to the RTIP amendment process such that the Transportation Policy Board (TPB) is now the approving body for formal RTIP amendments. Thurston County has requested an amendment to the 2020-2023 RTIP, requiring TPB action.

Amendment requested by Thurston County

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Pacific Avenue Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>STIP ID #</td>
<td>WA-12805</td>
</tr>
<tr>
<td>Project Description</td>
<td>Enhance crosswalk at Lake Lois Rd. Install illumination along Pacific Ave from Lacey city limits to Stellacom Rd.</td>
</tr>
<tr>
<td>Reason for Amendment</td>
<td>The project has secured federal funding. The RTIP is being amended to include the new project.</td>
</tr>
<tr>
<td>Amount (Secured)</td>
<td>Federal funds: $315,000</td>
</tr>
<tr>
<td></td>
<td>Local Funds: $35,000</td>
</tr>
<tr>
<td></td>
<td>Total Est. Cost of Project: $350,000</td>
</tr>
<tr>
<td>Action</td>
<td>Amend the RTIP to include the new project.</td>
</tr>
</tbody>
</table>

TRPC is soliciting public comment through its website at www.trpc.org. As of the writing of this report, none has been received. Additionally, TRPC will receive a copy of this staff report as an informational item in their packet. Due to the 4th of July holiday, the TPB meets before TRPC for their July meeting. Therefore, TRPC will not have the opportunity to comment on the project prior to TPB action. However, due to the routine nature of this project and amendment, TPB can make an informed decision without comment from TRPC. If public comment is received, it will be provided at the TPB meeting.
MEMORANDUM

TO: Transportation Policy Board
FROM: Ann Freeman-Manzanares, General Manager, Intercity Transit
DATE: July 1, 2020
SUBJECT: Intercity Transit Update

PURPOSE

Intercity Transit will provide an overview about returning to limited fixed route service, service changes for fall 2020, vanpooling, and coping with COVID-19.

Summary:
- On June 21, 2020, Intercity Transit (IT) returned to limited fixed route service.
- Intercity Transit's Service Change in September 2020 will bring minor route and schedule adjustments and realignment of Route 42 (South Puget Sound Community College).
- Since the COVID-19 pandemic began, IT has followed guidance from Governor Inslee, Thurston County Public Health, and other local, state, and federal entities.
- IT adjusted schedules and routes, moved to Advanced Reservation Services, closed the Olympia Transit Center, increased cleaning, and employed other strategies to maintain service while helping riders and drivers stay safe.
- Washington state boasts the largest vanpool fleet in the nation. As each vanpool represents a small defined community, some have operated as usual throughout the pandemic, some were parked as riders telecommuted, a few folded and a few began. How do we maintain vanpooling - which takes trips off the road, saves money for riders, and reduces greenhouse gases - in a time that requires social distancing?
- Like transit organizations worldwide, Intercity Transit is adapting to safety and economic concerns resulting from COVID-19. Staff will discuss how IT can achieve the community vision with limited local, state, and federal funding and public health concerns.

REQUESTED ACTION

This is an informational briefing. No action is required.

kp:bm
MEMORANDUM

TO: Thurston Regional Planning Council
FROM: Katrina Van Every, Senior Planner
DATE: July 1, 2020
SUBJECT: Main Street Rochester

PURPOSE

Staff will provide a review of the Main Street Rochester Study (complete) and the Grand Mound Transportation Study (underway).

Summary:

- Main Street Rochester is an effort to address the dual role US 12 serves as a regional highway and Rochester’s Main Street. The project was completed in early 2020.
- The Grand Mound Transportation Study is developing a vision for a future transportation network for the unincorporated urban area of Grand Mound that will better support the needs of its residential, commercial, and industrial users.
- Both projects were funded by TRPC through its Call for Projects, with matching funds provided by Thurston County and Washington State Department of Transportation (WSDOT).
- While these projects were (and still are) underway, Thurston County began updating the Rochester and Grand Mound Subarea Plans.
- Extensive public outreach was built into both projects involving numerous surveys, community meetings, and technical workshops. Where possible, community meetings were combined to provide information on both projects, the subarea plan updates, and other County projects of interest to the Rochester/Grand Mound communities.
- In addition to public involvement, these projects have also partnered with and involved the Economic Development Council, the Grand Mound-Rochester Chamber of Commerce, the Rochester School District, The Confederated Tribes of the Chehalis Reservation, and WSDOT.
- Main Street Rochester and the Grand Mound Transportation Study are just two projects TRPC has funded to support our more rural communities. To further this support and help these projects move from studies to action, TRPC is working on a legislative package. We hope to garner support to fund the important work our South County transportation partners have been working on.

REQUESTED ACTION

This is an informational briefing. No action is required.
BACKGROUND

**Main Street Rochester Study.** Main Street Rochester is an effort to address the dual role US 12 serves as a regional highway and Rochester’s Main Street. The study area is about spans on US 12 from Bailey’s IGA to the highway’s intersection with 183rd Ave SW – approximately one mile in length. The project developed in response to requests from Rochester area residents to improve safety and multimodal mobility; increase infrastructure investments in the area; enhance Rochester’s sense-of-place; and encourage economic vitality. Begun in 2017, the project was completed in early 2020.

**Grand Mound Transportation Study.** The Grand Mound Urban Growth Area (UGA) is an unincorporated community of about 1,300 residents in southwest Thurston County near the border with Lewis County. The area is attracting significant commercial development due to a prime location at the intersection of US Route 12, Interstate-5, and Old Highway 99, including through investment of the Confederated Tribes of the Chehalis Reservation. The Grand Mound Transportation Study supports Thurston County’s update to the Grand Mound Subarea Plan by developing a vision for a future transportation network in Grand Mound that will better support the needs of its residential, commercial, and industrial users. The study has identified projects to improve safety and reliability of the transportation system in Grand Mound, support access to businesses, improve connections for pedestrians and cyclists, and help develop the overall character of Grand Mound as it continues to grow. This project will conclude later in 2020.
***EXTERNAL EMAIL***

Dear Mr Daily,

I have lived in Olympia 14 years.

LBA Woods is an unexpected gem in our backyard. We seek refuge there daily and heal from the restorative powers of the forest.

Please do not build the "A4" Log Cabin Project. This road is no longer needed since the Bentridge and Trillium developments did not occur and taxpayers should not be burdened with funding $8.5 million for an unneeded road. Traffic from this project make Log Cabin road unsafe putting students from Pioneer Elementary, Washington Middle School and Olympia High School at risk.

Thank you,
Sally Brennand
4113 Banbridge Loop SE, Olympia, WA 98501
360-790-3456

Live in the sunshine, swim in the sea, drink the wild air ... Ralph Waldo Emerson
Hello,

As a former park ranger, and current environmental educator, I have seen first hand the benefits that being in open spaces, forested lands has on the physical, and emotional well-being of Thurston County residents.

We have too few places already in the county where one can escape the noise, and congestion of city life already. Just look at the number of cars parked to visit Watershed Park, or the BFJr. NNWR for example on any given day.

Also, every day, entire wooded habitats are cut down to make room for more housing developments, and warehouses. The loss of our natural environment has been happening rapidly, with little thought to a balance of open spaces, green spaces and development.

Please protect people's health and the health of our natural spaces. Vote no on the construction of road(s) through LBA woods.

Thank you,

Kathy Jacobson
Director Daily and CouncilMember Gilman, I have been unable to access this morning's Policy Board meeting at 8 am. I have tried to access via Zoom online and also via phone. No luck.

I wish to register my comments and concerns about the proposed road through LBA Woods. I respectfully request that this email be included as part of the public comment for today's meeting.

I oppose the proposed road and would appreciate the opportunity to have the public work with you on an alternate solution. LBA Woods is one of our area's community treasures. It is an important asset to so many people. I used to live near the woods but my extended family and network of friends use these woods on a regular basis for exercise and recreation. There must be another way!

Please confirm receipt of this email and confirm that these comments will be entered into the record of today's meeting due to lack of access via other methods. Thank you very much. Respectfully Submitted, Cheryl Smith
Public Comment

Dorinda O’Sullivan
Office Specialist III
Thurston Regional Planning Council
2424 Heritage Court SW, Suite A, Olympia, WA  98502
360.956.7386 (Direct) | 360.956.7575 (Main) | 360.956.7815 (Fax)
www.trpc.org

Dear TRPC,

I attended the June 10, 2020 Transportation Planning Committee on Zoom and was unable to participate due to the disruption. Thank you for extending public comment on the A4 Log Cabin Road Extension Project and for receiving additional comments.

We live in the Merriman Place development at 2719 Farmer Way just north of the Log Cabin Road Roundabout and proposed extension. My family accesses LBA Woods at the foot of the water tower almost daily. Our home doesn’t have a backyard at all and having a 13 and 6 year old means we rely on the woods to exercise and get outdoors time.

I’m opposed to the Log Cabin Road extension because it will increase traffic, noise and pollution, decrease safety and access to an important community resource which raises the quality of life of our community.

A Log Cabin Road extension will:

• Have negative effects our
• our community and decrease the quantity of our lives:
• Decrease access to LBA Woods
• for the community that heavily utilizes
  and
• maintains
• the woods

• Increase traffic, which
• already are higher and faster
• since the roundabouts at Log Cabin and Morse Merriman

• Increase traffic noise in
• the Merriman Place and surrounding housing communities.

• Increase traffic noise in
• the LBA Park

• Disrupt wildlife in the
• LBA Woods and ruin the environment with noise, pollution and litter

• Increase air pollution in
• the LBA woods and surrounding housing communities

I request a feasibility study to look at improving and expanding More Merriman Road so that the traffic needs of the area can be met,

I’m grateful for TRPC’s openness to receiving additional feedback and thank you for your consideration of my comments.

Thank you for your thoughtful deliberation and service to our region.
Jonathan Lindsay
2719 Farmer Way SE
Olympia, WA 98501
360-359-2215
Travis Schultz <schultzie20@hotmail.com>

Sent: Thursday, June 11, 2020 3:10 PM
To: info@trpc.org
Subject: No road though LBA

***EXTERNAL EMAIL***

To whom it may concern,

I am writing to strongly voice my disapproval of any proposed extension of Log Cabin Road through LBA Woods Park. This project makes no sense, clearly isn’t needed, would be expensive, and totally ruins a park that the City just funded and developed after popular support for a Parks District just a few years ago. Further it is a very important piece of undeveloped property in an area fast becoming more and more dense.

Heaps of people walk and run in LBA myself included. It is about a mile from my doorstep. Being able to have trails so close to our home was a major selling point of living in the Olympia/Tumwater/Lacey area.

Its shocking to me that the City would purchase a large tract of land to develop LBA Woods after very strong public support, then plan to literally dissect it into two tracts a few years later. This is ridiculous, and would be a waste of taxpayer money. The park will go from a nice, quiet, large piece of land accessible from at least four different directions to two narrow slivers of land, both close to constant traffic, with a wide swath of large trees chopped down to make room for the road which again,
nobody wants.

We already paid for the land to make it a park; we don't want to pay again to ruin the park and level a wide swath to run a road literally right down the middle of it...a road few people want, and less need.

Travis Schultz
3624 Hoadly Street
Tumwater WA 98501
From: Jihan Grettenberger <jihangrett@gmail.com>
Sent: Thursday, June 11, 2020 3:09 PM
To: info@trpc.org
Subject: No road through LBA woods

***EXTERNAL EMAIL***

Dear Thurston Regional Planning Council,

I am writing to strongly voice my disapproval of any proposed extension of Log Cabin Road through LBA Woods Park. It is an extremely important undeveloped property in a county quickly becoming more dense. I grew up in Wilderness Neighborhood with the neighborhood backing up to the LBA woods and my parents still live there. The LBA woods were were I learned to mountain bike and had some of my first trail running experiences. Fast forward 15 years and I am back in Thurston County and live 1.5 mile from an entrance to the LBA woods. These woods still have an important role in my life as I run through those woods for exercise or go walk with family and friends. It is only of the only spaces in the area with a large network of trails for community members.

A road through the woods would significantly impact the wild space that it offers to families, dog walkers, young bikers, and the natural ecology. Through accessing smaller parks such as LBA we grow an appreciate green space, nature, and feel comfortable heading into more wild, larger spaces. A road through the park will increase risk to the people using the space and wildlife who call LBA woods their home and show to our citizens that cars are more important than the overall wellbeing of the community.

Before LBA Woods was developed, the tract of land was permitted and planned for 500-1000 dwelling units for the Bentridge and Trillium developments. Maybe if those houses had been built and LBA Woods Park didn’t exist, the road may have made sense. But that didn’t happen. Without the houses, there isn’t nearly the traffic need, and adding the road would only ruin the park that citizens fought so hard to acquire and develop. It would additionally be a costly project that does not encourage community. The roads surrounded around the park already have been improved to better move traffic.

I urge you to reconsider this project and work with the City of Olympia. It is not in the public interest, it is not in the interest of the taxpayer, and it is not in the interest of families.
Sincerely,
Jihan Grettenberger

3624 Hoadly St. SE
Tumwater, WA 98501
(360) 790-9848
Marc-
Please see below another comment regarding the Log Cabin Road Connection.
-Katrina

Katrina Van Every, Senior Planner
Thurston Regional Planning Council
2424 Heritage Court SW, Suite A
Olympia, WA 98502
Phone: (360) 741-2514
Fax: (360) 956-7815
Website: www.trpc.org

This e-mail and any attachments are for the use of the addressed individual. If you have received this e-mail in error, please notify TRPC’s systems manager. TRPC has taken responsible precautions to ensure no viruses are present in this e-mail; however, the agency does not accept responsibility for loss or damage arising from the use of this e-mail or attachments.

-----Original Message-----
From: Dorinda OSullivan <OSullivanD@trpc.org>
Sent: Wednesday, June 10, 2020 6:05 AM
To: Katrina Van Every <VanEveryK@trpc.org>; Paul Brewster <brewstp@trpc.org>
Subject: FW: Road through LBA Woods

Is this part of RTP or Call for projects?

Dorinda O’Sullivan
Office Specialist III
Thurston Regional Planning Council
2424 Heritage Court SW, Suite A, Olympia, WA 98502
360.956.7386 (Direct) | 360.956.7575 (Main) | 360.956.7815 (Fax) www.trpc.org

This e-mail and any attachments are for the use of the addressed individual. If you have received this e-mail in error, please notify TRPC’s systems manager. TRPC has taken responsible precautions to ensure no viruses are present in this e-mail; however, the agency does not accept responsibility for loss or damage arising from the use of this e-mail or attachments.

-----Original Message-----
From: Dan Mathis <rundanorun@comcast.net>
Sent: Tuesday, June 9, 2020 8:37 PM
To: info@trpc.org
Subject: Road through LBA Woods

***EXTERNAL EMAIL***

To whom it may concern,

As a longtime resident of the Olympia area I ask that you stop consideration of constructing a new road through LBA Woods. There is no need for a new road traversing the Woods when Morse-Merryman Road parallels it less
than a quarter mile north. Not only would it be a waste of money, but it would also negatively impact the beautiful and peaceful LBA Woods. Not that long ago the people of Olympia and adjoining Thurston County residents rose up and fought to preserve LBA Woods and the city listened. I now implore you to stop the proposed road and instead use a small portion of those funds to add shoulders to and make safer Wiggins and Morse-Merryman Roads.

Respectfully,

Dan Mathis
6819 Old Forest Lane SE
Tumwater, WA  98501
360-480-4449
Date: 06/30/2020 5:48 PM
Subject: Against Log Cabin Extension

to whom it may concern:

My family have lived one block from LBA Woods for the past 17 years. My wife and I enjoy walking through the park 2-3 times a week. Many of our neighbors make use of the walking trails throughout the park. It is an asset to our region where you are minutes from walking through a beautiful forest. It has been particularly beneficial during this difficult time. The ability to walk a quarter mile and escape into this park and put your worries and anxiety away for a time has been priceless.

The park is young; allow it to continue growing and being a place of refuge in our ever growing city. Please modify your regional transportation plan 2020-45 and keep this jewel of a park intact.

Joe and Mylene Moorad
Councilman Gilman and Director Daily:

I am a frequent user of LBA Woods and I oppose plans, now and in the future, to build the Log Cabin Extension—or any new road for that matter—through LBA Woods. In fact, I was thoroughly disappointed to see the construction of a seriously over-designed road to the new water tower and continue to be disappointed to see the maintenance of a right-of-way that seems way in excess of that needed to maintain and protect the facility. I was asleep at the switch on that one and don't want to make the same mistake twice.

LBA Woods is a not only a forested oasis amidst development, but it is one of the last, best examples of lowland moraine habitat—a unique glacial feature. As development accelerates all around, the woods provide a place of respite in our community—something I know many have taken advantage of in recent months—and provide intact habitat with high biodiversity. A road would degrade this. Even the water-tower road has negatively affected quiet and habitat and the Log Cabin Extension, by splitting the woods and with increased traffic, would adversely impact habitat and quiet disproportionately more than its planned footprint.

My other fear with the proposed road—and with the water-tower road—is that it sets up LBA Woods for future housing development. Though I understand the need for affordable housing, I think there are other options. In any case, development of the woods would be in opposition to the stated initial intent of the City's purchase of the property and, instead, would make the City look like it was in the real estate speculation business. I don't think anyone could argue with a straight face that that thought hasn't crossed the Council's minds. Maybe the City has the right to do this but it would only erode trust.

I know you have many weighty issues before you, so I thank you for your attention to this matter.

Mark Teply
markteply@msn.com
360-915-3480
Dear Thurston County Regional Planning Council and related local city and county council members,

I was not able to attend the Zoom meeting on Weds that got interrupted by someone online.

Please save money and let go of the plan to complete the Log Cabin Road. We “saved” LBA Woods a few times already. We do NOT need a road of cars intersecting this beautiful woods and park. My children routinely bike back there and there is never any worry about getting hit by a car. We run and walk dogs back there, build forts and enjoy this very special park the City and it’s residents fought to save from becoming a large tract housing development. This road was part of those plans, which developers were slated to cover most of the costs of construction and doesn’t need to be considered. Please vote against this proposal and save our county/city budgets for other more pressing needs in this era of budget shortfalls due to COVID.

By taking out the "A4" Log Cabin project from the Plan will allow for planners to start planning for an approach in tune with the community’s values. Increasing traffic along Log Cain Road will decrease car safety and make this key road used by students from three different schools less pedestrian and bicycle friendly.

A City of Olympia study estimated that building the Log Cabin extension would increase traffic by 60%. Increased traffic will result in more noise and more congestion. Worse, as I-5 becomes more congested Google Maps and Waze applications will redirect traffic around the congestion and into nearby neighborhoods.

The project would funnel traffic onto North Street. The North Street corridor, between Cain Road and Henderson Boulevard is already designated as a Mobility Strategy Area, meaning there is no feasible plan to address congestion in this area. It would be unwise and a breach of a commitment to the neighbors to widen North Street.

Marny Howell, Olympia Resident

Sent from my iPhone
***EXTERNAL EMAIL***

Please do not put a road through separating LBA park from LBA Woods. Many people use both. Parking is in the park portions and creating a major through street park goers must cross makes no sense. Especially since the housing is not being constructed, there will be less need for this road. I walk and run in the woods almost daily. Each part is unique with many ecosystems. Please do not destroy this natural area that we work so hard to preserve. Remove this road from your plan. Please fix Morris Merriman and Wiggins with bike lanes and sidewalks instead. It is hard to access the Chehalis western trail from our neighborhoods.
Thank you
Elizabeth Norman

Get Outlook for iOS
Hi Marc,
Don’t know if you remember me, but our boys went to 5Cs together a long time ago and we got the boys together a few times over the years after. I’m Tristan and Trevor’s mom. Hello! And Hello to Karen and Will from us!

I’m writing to you because I tried to get onto the zoom meeting this morning without success. I just want to register my objection to extending log cabin road through LBA park. It isn’t necessary, with Morse-Merryman going the same direction just a few tenths of a mile down. And it would ruin a park that many of us love for walking, jogging, dog walking, etc. it also seems like a poor use of taxpayer dollars since it really is not needed.
I hope that this plan can be reconsidered.
Thank you!
Tracy Bahm

Sent from my iPhone
Please do NOT build a road through the wonderful woods of LBA Park. In addition to being home to much wildlife it is a truly peaceful area. I find it hard to believe that a road is really needed in this area. Please take this road out of the city plan. Thank you for your attention to this matter.
Janet Wheeler
2800 Aberdeen Ct SE
Olympia, Wa 98501
Hello,

I’m writing to express concern over something I just heard about, the potential construction of a road that would bisect LBA woods park. This forested Park is very important to me and the surrounding community and has been invaluable as a place of refuge during the COVID-19 ordeal, I have been visiting the park daily as are many other area residents. It is so nice to have a park like this in our community and this is a part of what makes this area a great place to live. Residents of Olympia and Lacey need parks and open space like this for quality of life. Building a road through the park that is enjoyed by so many, is in my opinion a terrible idea. Also I’m not happy with the 8 million dollar price tag that will fall upon taxpayers. The potential traffic impacts are also concerning for me as my home is in the area and my daughter will be walking to school on these streets. Sounds like traffic would increase on North, Cain and Log Cabin as a result of this project. This sounds like a terrible idea for our community. I fully oppose this potential project and wanted to share my concerns. Please oppose this and remove the “A4” Log Cabin project from the Thurston County 2045 regional transportation plan.

Sincerely,
Clayton Kinsel
To Whom It May Concern,

I am a home owner in the city of Olympia. I live in the Nottingham neighborhood which is accessed off of Log Cabin Road. This email is to express my thoughts and feelings regarding the plan to extend Log Cabin Road through the beautiful woods south of LBA park. I strongly oppose this plan. As you know, these woods are utilized by many folks and families who walk, ride bikes, jog, bird watch, dog walk, and generally experience the bliss of nature on a daily basis for their mental, physical and spiritual health. I walk my two labradors in the woods every day.

The plan to create a parallel roadway between two other access roads (Morse Merriman road and Yelm Highway) will only cause more volume of traffic through our already crowded neighborhood road (Log Cabin). It will also disrupt and likely kill animal species and their habitats.

This road project will scar the beloved woods forever.

Please consider other options for traffic flow and access around our community. I fully support round-a-bouts and maintaining flow of traffic, but the road through the woods will cause more harm than good in my opinion.

Very Sincerely,

Stacy Waterworth

3503 Gainsborough Ct SE
Olympia, WA 98501
Dear Mr. Daily,

I am writing this email to voice my strong disapproval for the plan to build an extension of Log Cabin Road through LBA Park. Beyond it being a valued community and city park, the bifurcation of the land would fly in the face of the city's commitment to sustainability, while doing little to achieve what the road expansion was originally intended to do—allow for housing development.

Log Cabin Road was planned when Bentridge and Trillium were expected to add 1,000 dwelling units in this area and that development never happened. The original plan called for the developers to pay for most of the cost of construction. With the preservation of LBA Woods, these developments will not be built, this traffic demand will not occur, and there are no developers to pay the cost.

The cost would now land squarely on Olympia and the region and we have to ask, who really wants this road built through LBA Woods? As taxpayers will have to bear over $8 million in costs we will be saddled with costs for a project the public doesn’t want.

By taking out the "A4" Log Cabin project from the Plan it will allow for planners to start planning for an approach in tune with the community's values. Increasing traffic along Log Cain Road will decrease car safety and make this key road used by students from three different schools less pedestrian and bicycle-friendly.

A City of Olympia study estimated that building the Log Cabin extension would increase traffic by 60%. Increased traffic will result in more noise and more congestion. Worse, as I-5 becomes more congested Google Maps and Waze applications will redirect traffic around the congestion and into nearby neighborhoods.

The project would funnel traffic onto North Street. The North Street corridor, between Cain Road and Henderson Boulevard is already designated as a Mobility Strategy Area, meaning there is no feasible plan to address congestion in this area. It would be unwise and a breach of a commitment to the neighbors to widen North Street.

As a landscape architect, I find the whole notion of destroying valued neighborhood parks, increasing traffic through residential neighborhoods, and increasing the tax
burden on Olympia residents confusing, and highly disappointing. AS the current pandemic has shown, outdoor space if to cherished and supported. Let's give more thought to outdoor space that isn’t paved.

Thank you for your consideration.

John Payne
Hello Mr. Daily,

I'm writing to ask you and the rest of the Thurston Planning Council to abandon plans for the proposed road through LBA Woods, and to remove this road from the traffic plan.

I cannot express to you what it means to have a park of this quality available for walks. I truly think it has saved my sanity during quarantine, and will continue to do so during the remainder of my lockdown as a high risk person.

I have a good friend in Tacoma that literally has NO nearby wooded areas to walk, and I have to say I have been pretty smug as it concerns Olympia. Don't make me eat my words!! We have been visiting many of your parks over the last months and years, and LBA has become a particular favorite. It's not really big, but it is really safe for children and runners, and it is possible to get a good 5 mile walk out of it. The more people in the area, the more non-programmed green space like this is important, and a road would severely disrupt enjoyment of this park.

Another great thing about Oly is the abundance of wildlife, but it all needs green spaces to survive. There are lots and lots of roads, a lot of asphalt, and too many cars. The real future of the town should be encouraging biking, hiking, and public transportation, not more roads for more cars. There are so few places in our area where a person can find quiet because of the freeway and other roads. It used to be quiet in my backyard, until commercial construction put an end to that. LBA woods is pretty quiet.

I will be sending comments to others, too, but I do hope for your support in this.

Sincerely,

Kate Thedell
Dear TRPC members and Olympia City Council members,

This letter is to request and strongly encourage you to remove the proposed extension of Log Cabin Road from the City's Capital Facilities Plan. For the new, greener future that Olympia's current and future residents desire and deserve, our traffic planners need to seize opportunities not to build previously planned roads or see roads as the only or best solutions to traffic problems. Neighborhoods should operate with much stronger pedestrian access, de-emphasizing roads and single family cars as best transportation options. Studies show that the construction of new roads for current traffic problems actually INcrease the traffic! Is there a real problem anyway? Or, by presuming this road should be built, are we not delaying the inevitable need to get out of our cars, use public transportation or bicycle and build (or KEEP, in the case of LBA) needed amenities local? The one act of NOT building this road would assist in so many other ways in growing a more enjoyable and sustainable Olympia.

As the population continues to grow in Olympia, and climate change continues to impact the globe, the value of LBA WOODS will increase exponentially. Here in 2020 we should NOT be putting in a road at great expense to so many resources when there are so many other public amenities that would foster a more sustainable and satisfactory experience for residents and visitors alike. Peace, quiet, trees, and safety for children and wildlife are all highly valuable resources that we should steward now to the best of our ability, building our capacity as stewards into the foreseeable future.

Please do your part, and help us do ours, in giving the future of Olympia a greener chance. We will thank you now and future generations will thank you even more!!!

Sincerely,

Mary-Taylor Goforth
Olympia resident since 1997
Dear Mr. Daily,

I am writing to urge you to vote against proceeding with the Log Cabin Extension through LBA Woods. I am a regular user of LBA, putting a road through the middle of it would be ruinous to an amazing park. The connection between the park and the woods is one of the great benefits. Having miles of trails connected to a popular park increases my feeling of safety as I walk alone in the woods with my elderly dog. A road would destroy not only that connection but also would destroy the peaceful nature of the woods by shrinking the buffer between the existing surrounding roads. As the housing developments once planned for that area are now off the table, it doesn’t make any sense to ruin the park/woods and a big chunk of the taxpayers investment with a road through the middle of it, in addition to the taxpayers now having to foot the bill for the road the developers are no longer paying for. With the new roundabout at Morse-Merryman, it seems more logical to flow traffic along that route rather than through the woods.

Larger parcels of land among the neighborhoods for wildlife and public recreation are becoming more and more rare, let’s not destroy one we already have

Thank you for your consideration,

Amy Garrison
It has come to my attention that there are still plans to put a road through LBA Woods. This is a terrible idea for two reasons:

1) Wilderness ("wild") areas, particularly in cities, are essential for mental health. Not only are wilderness areas necessary for relieving stress, but their complexity also teaches the brain to recognize, engage, and integrate complexity into our lives. In a time when polarization is paralyzing our nation, familiarity and acceptance of complexity is desperately needed. Please see the following report from the University of Washington on this subject:


2) Increasing the availability of roads increases traffic and encourages single-occupancy vehicles, which--in turn--increases pollution in the general population and danger to pedestrians. This is not the direction in which Olympia should be going. When the covid lockdowns produced a decrease in vehicle traffic, more people rode bikes, pollution decreased, and pedestrian accidents became non-existent.

Putting a road through LBA Woods will produce nothing positive and a great deal negative. Plans for this project must be terminated immediately. Once wilderness is lost, it never recovers.

Please eliminate any and all considerations of putting a road through LBA Woods.

Thank you.
John R. Van Eenwyk

--
The Rev. Dr. John R. Van Eenwyk

sent from my antediluvian computer
Hello,

I am contacting you to share my interest in keeping the wonderful trails at LBA as they currently are. The park and it’s trail system are one of these types of gems that make Olympia what it is. Some of those trails on the southern half are the best ones in LBA, there are stretches that could be trails in the Olympics, they are that beautiful and “remote” feeling. But, they are not remote at all. I live close to Yelm Hwy and am an avid trail runner, and I can be on the LBA trails in 3/4 mile (the SE corner). I run there every week, sometimes several times a week. It’s amazing to be able to run on trails from home, and the vast trail system at LBA allows you to get in a nice big loop. I run the loop that was used for the Little Backyard Adventure event there last year, which was a great event! I also hike around on these trails with my daughter when my son is at football practice at the park. I’ve hiked there with my entire family. I always see other individuals and groups out enjoying these trails, and I’m positive all of us would be greatly appreciative if they stay as they are. Thank you so much for your time.

Brent
***EXTERNAL EMAIL***

Dear Sir,

I am writing to strongly voice my disapproval of any proposed extension of Log Cabin Road through LBA Woods Park. This project makes no sense, clearly isn’t needed, would be expensive, and totally ruins a park that the City just funded and developed after popular support for a Parks District just a few years ago.

It’s shocking to me that the City would purchase a large tract of land to develop LBA Woods after very strong public support, then plan to literally dissect it into two tracts a few years later. This is ridiculous, and would be a waste of taxpayer money. The park will go from a nice, quiet, large piece of land accessible from at least four different directions to two narrow slivers of land, both close to constant traffic, with a wide swath of large trees chopped down to make room for the road. For the gravel road constructed to service the recently installed water tower, a swath of trees three times as wide as the road was cut out; I can just imagine how wide a swath will be cut out for the proposed road. Just so someone can get to Olympia 30 seconds faster?

This road will also serve to dump more cars into the Olympia/Pioneer School area, which is already congested every school day morning, with plenty of children. Yelm Highway was recently upgraded, and is already two lanes each way with roundabouts from the City border on the east to Cleveland Avenue, and should continue to be the main thoroughfare for traffic accessing or coming from south Lacey.

This seems to be one of those classic cases where the underlying situation has changed, and no one wants to admit a project isn’t needed anymore. Before LBA Woods was developed, the tract of land was permitted and planned for 500-1000 dwelling units for the Bentridge and Trillium developments. Maybe if those houses had been built and LBA Woods Park didn’t exist, the road may have made sense. But that didn’t happen. Based on strong citizen objections, after the City said they didn’t have the funds to purchase the land for a Park, local citizens rallied and supported, voted and approved a Metropolitan Parks District to purchase more land for parks. I believe approximately $6 million was spent to purchase the LBA Woods land, and more money is being spent to develop its trail system. Without the houses, there isn’t nearly the traffic need, and adding the road would only ruin the park that citizens fought so hard to acquire and develop. And without developers to pay for the road, who is going to pay for the $8 million estimated cost?

We already paid for the land to make it a park; we don’t want to pay again to ruin the park and level a wide swath to run a road literally right down the middle of it...a road few people want, and less need.

Bob Brennand
bobbrennand@comcast.net
***EXTERNAL EMAIL***

We are residents of Nottingham development on Log Cabin Blvd. Currently there is a significant volume of traffic and noise, and pre pandemic rush hours in the morning and afternoon. We vote against extending Log Cabin and the resulting traffic and noise.

Diana and Duncan MacQuarrie

3507 Southampton Ct. SE, Olympia 98501
Dear Mr. Daily,

I want to express my strong opposition to the proposed extension of Log Cabin Road through the LBA Woods.

I grew up on Morse Road (off Boulevard Road) and now live in the Nottingham Neighborhood (off Log Cabin). I remember well when LBA park was established and discovering the LBA woods shortly after that. Once again my world expanded and my walks through the woods returned--you see, the Olympia School district bought the woods behind my childhood home in order to build Washington Middle School thus ending the walks in the woods that I grew up loving. Mr. Daily, we have enough roads in our community and not nearly enough woods for enjoying and exploring. We don't need to put a road through those woods...there are plenty of other options for cars to get from Olympia to Lacey.

Having lived off Log Cabin for 12 years, I can tell you that road is already busy enough. In the morning there are cars backed up halfway up Log Cabin as high school students/families work to get through the 3-way stop at North Street and Cain Road. At the end of the school day, it can be a challenge to get out of my neighborhood (even on my bike if I want to head toward Boulevard Road) because of all of the traffic. We don't need more cars on Log Cabin Road.

We have schools, schools, schools in this area and many students walk and bike to those schools. I believe putting more cars on the roads in this area will be detrimental for those students. Their safety will be at risk with increased traffic--more chances of auto-pedestrian accidents and lowered air quality from car exhaust and fewer trees in the area (since trees will have to be removed from LBA woods to build a road).

I am asking that the Log Cabin extension be removed from the Regional Transportation Plan.

With concern,
Lucy Hannigan-Ewing
Dear Sirs:

I just saw a diagram of the proposed road that will go through the middle of LBA Park. I really feel you should re-think this plan. Two overriding reasons come to mind:

1. No one knows how long this virus will be affecting our activities. Individuals and families may not have full access to indoor facilities (libraries, children's museums, theater) for quite some time. Outdoor recreation is the primary way people are coping and enjoying life at present. Preserving every inch of parkland and improving them should be a top priority for the government.

2. Also, in light of all the lost revenue that municipalities and counties have lost this year, this road does not seem like a good use of tax money. I would rather see that money used for essential services.

Thank you for your consideration,

Kathleen Snyder
1220 Devon Loop NE
Olympia WA  98506
TRPC Director Marc Daily,

On June 10th your are meeting to consider the approval of the Log Cabin Extension Road. Before you meet, I want to share my thoughts with you.

I am among very many in our community who enjoy our LBA Woods. I walk my dog there and have seen barred owls, coyotes, all manner of birds and beautiful wild flowers and so many, many varieties of native plants. The trails provide such a variety of areas to walk through. I have lived on Van Epps Street S. E. for almost 25 years with my husband. He enjoyed the woods as much as I before he died five years ago. It was very hard to see the water tower road built and the water tower, although I knew it was necessary. It disrupted the animal life and cut off our trails for walking. This extension road does not seem necessary. Wooded areas in our community are precious. Please do not approve this extension road and ruin this beautiful area. Remove it from the Regional Transportation Plan.

Thank you for considering my request.

Sincerely,
Sherry Feek
360 556-2596
3323 Van Epps St SE
Olympia
Hi there,

My name is Ryan DiCrescenzo. I live at 3701 Wiggins Road SE, Olympia WA 98501 with my wife Sarah McGraw and sons Simon and Morgan. I ran a business in Downtown Olympia for over 21 years, I am on the Olympia Downtown Alliance Board of Directors, and keep active in the community in many ways. I have lived in Olympia for 24 years and have owned and resided in this home for 14. My kids have never lived in another home.

Our home is at the intersection of Wiggins and Herman/37th, one of several houses directly in the way of proposed construction. Our house was built in 1928, so it is nearly 100 years old. It is a beautiful example of a craftsman farmhouse of the time, with old growth oak, fir, and cedar throughout, and it would be a shame to lose such a wonderful piece of architecture.

Yet, I am less concerned with the prospect of losing my home as I am with LBA Woods' wonderful expanse of woods and wildlife. The quarantine has magnified the importance of such an area for all Olympians. Exercise, dog-walking, bird watching, and so many other pastimes are made possible by this last remaining stretch of forest in our city limits.

Last, after the proposed Trillium Development was canceled and the woods converted to public park, we simply don't have the same need to extend the Log Cabin Road any further. Importantly, the high cost of constructing this extension is now not being paid proportionately by the developer (once Trillium), so the tax burden falls even heavier on our home owners-- at the same time that the potential population served by the road has been permanently reduced by the conversion of the woods from development area to park. Meanwhile, this money could be spent on improving other area roads to handle projected future traffic flows (and some of those improvements are long overdue).

We walk in the LBA Woods literally everyday. My children look forward to it joyfully, and I can't imagine having it torn apart by construction. Olympia and Lacey have done a wonderful job of promoting and maintaining a vibrant parks system, and I hope you realize how important that is to families and the community at large. Losing one of the last remaining natural woodlands, already full of trails and activity, would be a huge loss for our area. Please consider diverting our resources to a different, more pressing project.

After trying to attend your zoom meeting this morning, I understand why you don't make these discussions more publicized. Yet, I would find it much more transparent and democratic if you contacted the affected homeowners directly to allow them to be a part of the discussion, before plans move too far forward.

Thank you very much for your time and consideration,

Ryan DiCrescenzo
Sarah McGraw
Simon DiCrescenzo
Morgan DiCrescenzo
Dear City Planners,

I wanted to add my voice to the conversation about the Log Cabin Road extension. I know that you are likely hearing from a lot of people and thank you all for taking the time to read everyone's opinions on this. My reasons for opposition are partly personal and partly due to worry traffic flow.

Personally, this park has come to mean a lot to me and my family. Having this amazing wilderness within walking distance has been an absolute life saver during the COVID lockdown. We have had the chance to explore the full extent of the park and enjoy the huge diversity of landscape there. Prior to the lockdown we also used the park frequently to walk and bike to the playground. We live south of the park and the road through the park would cut off this access. Currently our kid attends Centennial - but he will eventually go to Washington Middle - to get there he would have to cross the extension road on his bike - which has me worried if Log Cabin is to become a major thoroughfare.

From a traffic flow point I am worried about Log Cabin becoming busier. It is already a heavily trafficked road and it has a very dangerous 90 degree turn where it becomes Cain Road. This turn is completely blind and people already drive too fast around the bend with no idea what the traffic is like around the corner. When there was construction on North Street in front of the high school - I saw several near misses where people came blasting around the corner just to find traffic backed up at a stand still right around the corner. I want to make sure that this dangerous turn is taken into account in your model of the traffic flow. There is also the disadvantage of directing more traffic right in front of both the high school and the Pioneer Elementary.

Thank you for reading and I wish you luck in making this difficult decision,

Tim West
***EXTERNAL EMAIL***

Marc Dailey/Clark Gilman/Malcom Miller-

I want to express my carefully considered strong opposition to the proposed extension of Log Cabin Road through the LBA Woods.

I live at 3516 Buckingham Ct SE, Olympia, WA 98501 and am a careful observer of the traffic flows on Log Cabin and Boulevard Roads. I don't believe dumping more traffic onto Log Cabin Road, given the fact that it runs past the High School and feeds Cain Road and Henderson roads, both of which have schools on them. The traffic flow on Log Cabin is already poor and during peak traffic periods the build up of tailpipe emissions is already intolerable around the Cain/North street intersection particularly during periods of inversion. I am wondering if carbon monoxide monitoring has been done at that location during critical times. Given that many children walk through this area on the way to and from school it should certainly be monitored to determine the safety of the air quality. There is also the issue of children safety with an increased volume of traffic.

I am an almost daily user of the trails in LBA Woods and it is very clear to me that a road through the Woods as proposed would significantly alter the nature of the Woods. LBA Woods is a very special asset (and a well used asset) for the City of Olympia and I believe it would be a travesty to compromise its unique nature when there is at least one viable alternative.

I realize that the Morse/Merriman alternative is significantly more expensive, but I strongly believe that it is a preferable alternative.

I am asking that the Log Cabin extension be removed from the Regional Transportation Plan.

Thank you for considering my perspective.

Al Ewing
***EXTERNAL EMAIL***

I understand that you are nearing the time to take action on a plan that would ruin the LBA Woods, one of last undeveloped forested areas in the County. I am so very opposed to this; have been a citizen of this county for 40+ years.

Seems to me we just voted to save LBA Park/Woods a couple years ago, agreeing to fund its preservation. I have a vague recollection of this being successful.

So, count me as opposed. I am within 2 miles of LBA Park and visit often on the trails.

Jean Meyn
1934 Parkwood Dr SE
Olympia, WA 98501
Gentlemen,

Today I was made aware of potential plans to extend roadway through the recently purchased LBA Woods Park.

As a resident of the immediate area, a taxpayer, and one of the participants in the pre-purchase survey re. parks and open space a few years ago, I **vehemently object to the roadway plan.** As a participant in the survey, I was asked if I would agree to my taxes being increased to facilitate purchase of park land etc. I gladly agreed to an increase!! HOWEVER, the caveat of a throughway/roadway through the LBA Woods was conspicuously absent from the questionnaire.

I have heard that the City of Olympia has historically taxed for one purpose and redirected funds for other causes. Sounds similar to this current road proposal doesn't it?

The LBA Woods Park is a one of a kind wonder for beauty within a city's boundaries. Why destroy what can never be regained for a road?? So many people of all ages find peace and respite in these woods. Building a throughway is stealing from this community and it appears to be an "end run" around its **stated** purpose when the land was purchased.

Please reconsider the proposal to build any roadway through the LBA Woods Park!!! It's a destruction that cannot be undone. Thank you for your consideration of my concerns AND RECONSIDERATION of this plan.

Sincerely,

Bob Brunswig
Olympia Resident
360 480 2819
***EXTERNAL EMAIL***

I am a native Washingtonian, have lived in Olympia 44 yrs. and seen the difficult changes that development and growth have brought. I live off Yelm Highway and deal with the traffic daily. We don't want another road! We don't want more development. I am 76 yrs. old and walk in LBA regularly as well as other wooded parks in Thurston county. We want LBA woods in tact. Leave Log Cabin Road alone! This community has shown over and over that we want LBA woods to remain woods. These woods are part of our community's sanity. Aren't you listening?

My taxes are already ridiculously high. Not only will this ruin our neighborhoods, the safety of kids going to and from school, but we would have to pay for this destruction! Don't ruin our woods for another road!

Maureen Rawlings
5213 Boulevard Extension SE
Olympia, Wa 98501
Gentlemen,

You have the power to give your community what it wants, what it has worked hard to preserve: a tranquil place out of doors, to be away from cars and pavement, to run and walk and chat, to exercise our dogs, meet with our friends, play with our children. Generations of families have grown up watching their kids play soccer and baseball at the park, and run cross country on the trails. I raced there in high school, thirty years ago, and have been taking my own high school teams there for the past twenty-five. My nieces and nephews participate on community teams that meet there and have been for the past thirteen years. I have met strangers walking dogs on the trails and now have friends to show for it. People can stop on trails and get to know each other. We can look after one another, recruit help for ourselves and our neighbors, and enjoy a sense of community that isn’t as by-gone as we sometimes feel. You are in a position to guarantee these experiences continue.

LBA Park was preserved and funded after receiving huge support from voters. So how is that citizens are needing to, once again, write emails like this, when you know that we want a park and not another road? We already voted in support of a Parks District, supporting the spending of nearly $6,000,000 to buy the wooded land at LBA. So why would anyone think citizens would support the building of an $8,000,000-$8,500,000 road to destroy what we voted to buy and preserve? Additional driving routes and relief of traffic congestion is not the answer. Providing another road parallel to Yelm Highway will not reduce congestion, but instead will invite impatient drivers into an area where pedestrians and park users are used to slowing down, to not having to look both ways before crossing a path or emerging from a trail. Yelm Highway already provides a speedy thoroughfare between Lacey and Olympia; let it serve its purpose: prudently carrying the bulk of traffic between cities.

If traffic flow is not the problem you aim to solve, but access to people's homes is, well, then, there is still no reason for the A4 Log Cabin Project. Since the Bentridge and HR Horton developments are no longer in our community’s future, there is no longer the need for a road to access the homes and businesses that will now not be built. We voters want a park; we do not want more houses, or roads, or cars. We want dirt trails through trees filled with birds. We want to run with our dogs: Sadie, Dutch, Strider, Izzy, Jet, Berry (yes, with an e), Cora, Freya--she will greet you with a woo-wooing howl, once she gets to recognizing you, and Bella who will howl with you when you sing her "Happy Birthday." Do you see my point, that people who use LBA Park and its adjoining woods have gotten to know each other? We can do this because a park without a road through the middle of it allows us the pleasure of safely
stopping and talking to one another.

Please, please, please, put your community's needs ahead of development. Please preserve this safe, serene place, away from traffic and pavement. Please honor our votes and our voice: say NO to A4.

Respectfully,

Linda Huyck
Hello Mr. Daily,

I reside in the Briarwood neighborhood in SE Olympia. We are extremely fortunate in our neighborhood to be within 10 minutes of walking distance from LBA Park and the LBA Woods.

The LBA Woods represents a great success story of citizens coming together and working through the City of Olympia Parks Planning process and getting a ballot measure on the city ballot to establish a metropolitan parks district -- leading to the purchase of the woods by the City of Olympia.

My wife and I take walks through the woods multiple times each week. During the past few months we have been especially grateful for having the woods nearby to get exercise in a beautiful natural setting while practicing good social distance judgement.

Based upon my own informal observations, it seems that more and more people are coming to know the woods, as it has changed from unofficial open space to city-owned parkland. I see people walking their dogs. Families with children learning the basics of mountain biking and senior citizens with walking sticks. We notice lots of solo walkers and couples, too.

One thing for certain, when we do encounter other visitors, it's smiles all around. You can tell that the woods make people feel great.

It would be a tragic loss to our community to destroy this jewel that so many people worked so hard to preserve.

If there is anything the past few months have taught us, it is that many of use are capable of working from home and avoiding unnecessary travel. And I suspect that many employees will want to continue their telecommuting ways even as the Covid-19 virus subsides.

Let's not plan for commuting practices of the past. Let's plan for what makes communities livable in the future.

Please remove the proposed Log Cabin Road Extension from the transportation plan.

Sincerely,

Jeff Marti
***EXTERNAL EMAIL***

Marc Daily:

I am writing to voice my opposition to the road through LBA woods.

This Little Backyard Adventure is one of the last green safe spaces for children and adults to explore in this area. As someone with limited walking abilities, I appreciate the relatively flat, yet still unpaved trails this park offers. I can watch my 4 year old adventure safely and he still feels like he’s in the wild.

Likewise, I have seen many school age children 7-13 years playing in the space. This is what Washington state is about. I did not move from California to Washington to see all these safe spaces being eliminated by asphalt. Let them play. Don’t spend millions of dollars to replace a playground that already exists in its most natural form.

The proposed road would not even provide a major improvement in traffic. This plan appears to funnel the traffic to North St. The corridor between Cain and Henderson is already an area of issue. There is no plan to address the traffic congestion that is ALREADY THERE. Why would you add to this problem? Widening North St will increase danger to the many pedestrians from all the nearby schools.

I don’t see how saving ONE minute of drive time justifies the removal of green space for community members and over 80 bird species.

I urge you, please do not cut into the “LBA woods” and build a road or otherwise diminish this already small space.

Please feel free to contact me at ablossombee@gmail.com or 360-350-2226 with any questions or follow up.

Alayna Bahr
Olympia, WA
Dear Councilman Gilman, Councilman Miller and Executive Director Daily,

I am writing to you to urge you to remove the road that bisects LBA Woods from Olympia's comprehensive and regional transportation plans. It is not clear what problem a new road will solve. Building more roads leads to ever more traffic, air pollution, and noise. More and wider roads are, at best, short term fixes to alleviating congestion, if that is, indeed, the problem you are trying to fix. Witness widening Yelm Highway and adding lanes to Interstate 5. Increasing bike and pedestrian paths and improved public transportation are 21st century solutions.

Semi-wild and quiet spaces are at a premium. They are disappearing rapidly and once gone, they are gone forever. Please envision a future of sustainability and do not destroy such a valuable resource for all Thurston County residents.

Many thanks for your consideration of my request.

Yours,
Juliet Van Eenwyk
Thurston County Resident
Mr. Daily,

Please vote against the "A4" Log Cabin project.

We have worked so hard and for so long to preserve the LBA Woods.

As you know, Log Cabin Road was planned when Bentridge and Trillium were expected to add 1,000 dwelling units in this area and that development never happened.

The original plan called for the developers to pay for most of the cost of construction.

With the preservation of LBA Woods, these developments will not be built, this traffic demand will not occur, and there are no developers to pay the cost.

The cost would now land squarely on Olympia and the region and we have to ask, who really wants this road built through LBA Woods?

As tax payers will have to bear over $8 million in costs we will be saddled with costs for a project the public doesn’t want.

By taking out the "A4" Log Cabin project from the Plan will allow for planners to start planning for an approach in tune with the community's values.

Increasing traffic along Log Cain Road will decrease car safety and make this key road used by students from three different schools less pedestrian and bicycle friendly.

A City of Olympia study estimated that building the Log Cabin extension would increase traffic by 60%. Increased traffic will result in more noise and more congestion. Worse, as I-5 becomes more congested Google Maps and Waze applications will redirect traffic around the congestion and into nearby neighborhoods.

The project would funnel traffic onto North Street. The North Street corridor, between Cain Road and Henderson Boulevard is already designated as a Mobility Strategy Area, meaning there is no feasible plan to address congestion in this area. It would be unwise and a breach of a commitment to the neighbors to widen North Street.

Best,

-Ben Mead
Dear TRPC and Olympia City Council members,

The re-zoning of LBA woods as a park, and not a housing development, over the last several years has been music to my Olympian ears. After a long process led by such local luminaries as Maria Ruth, my wife and I have enjoyed not only the presence of the trees and associated wildlife, clean air and quiet, but the thought that the City of Olympia made the decision to go in the direction of long-term health for its land and people. In making LBA a park, we made a clear commitment to quality of life for now and into the future.

Because of this, I am disappointed to hear of your continued consideration of a road that would basically bisect the Park. I think we all know what that would mean to the people so happy to have a woods to roam in, and play equipment and tennis courts to play on: the safety and tranquility of this space would be highly compromised with a road carrying the busy traffic of a suburban neighborhood. And what about the wildlife who are so compromised by our human development already?

Please, no road! This is not the place, or the time; not now, not here.

Thank you for reconsidering this proposed action; and please, decide to redirect our community's transportation needs and its funding elsewhere.

Sincerely,
Bill Goforth
(Olympia resident for 68 years)
Dear Mr. Daily,

In adopting the Proposed Regional Transportation Plan on June 10, please note that I am opposed to the proposed City of Olympia road which is to transit the recently expanded LBA Woods Park as a "major collector boulevard". The road would connect Boulevard Road with Wiggins Road. I am a resident of Olympia and I use the LBA Woods to walk and escape to nature without having to drive long distances. Fragmentation of this Park with a road will limit its utility as a respite for urban residents, a place of environmental education for local schools, forested habitat for seriously declining migratory bird populations, a wonderland of exploration for children, and more. We have plenty of roads and cars to fill them (and the cars will always arrive to use any road built; hardly a reduction in the City of Olympia’s or Thurston County’s carbon footprint) but not enough contiguous open space for us to explore, recreate on and enjoy.

I would appreciate your consideration of my request to remove the proposed Boulevard to Wiggins connector road from the Regional Transportation Plan. Thank you.

Kate Benkert
333 Sherman St NW
Olympia 98502
Dear Marc,

I am writing to urge you to remove project A-4, the Log Cabin Extension Road (aka Log Cabin Road, Log Cabin Connection) from the draft *What Moves You 2045 Regional Transportation Plan*. Here is why:

**The road will ruin one of the community’s favorite parks.** The site for the proposed road connecting Wiggins Road and Boulevard Road is the LBA Woods—the commonly used name to describe the 133 acres of mature upland forest recently added to LBA Park in Southeast Olympia. Since moving to Olympia in 2006, I have been walking the trails regularly in the LBA Woods. In 2014, I joined the campaign to save the LBA Woods for public parkland. Since 2016, I have served as member of the Friends of LBA Woods, a stewardship group that has hosted or co-hosted 27 volunteer habitat-restoration work parties as well as guided nature walks and other community events in the LBA Woods. These woods are precious not only to me and to the *several thousand* residents of Thurston County who supported our campaign to save forest and who now spend time enjoying the natural beauty and 4-mile network of undeveloped recreational trails through the park.

**The landscape has changed.** The proposed Log Cabin Extension Road first appeared on regional transportation plans in the 1990s. This road might have made sense back then. It might have made sense as late as 2015 when the 150-acre wooded parcels commonly known as the LBA Woods were owned by developers who planned to clear the forest, build ~1000 homes, and fund most of the road. But with the 2016-2017 purchase of most of the LBA Woods as a City of Olympia Park, this road has become unnecessary and antithetical to what it means to live in a livable city, to act as stewards for our environment, and to prioritize the health and well-being of our community.

**Justification for the road is weak.** Despite the purchase of 133 acres of the LBA Woods for parkland in 2016-2017, members of Olympia’s City Council, Thurston Regional Planning Council, and the Transportation Policy Board have not together seriously discussed or reconsidered the need for the Log Cabin Extension Road. nor the environmental impact to of clear-cutting a swath of forest for a road that keeps showing up on the plans as if by default. “The road has been planned for decades” is a phrase often uttered to by cannot be a justification for this road.

**You cannot approve this project and still be serious about addressing climate change.** This proposed road is artifact of a time when “climate change, “ecosystem services,” and “carbon sequestration,” were not on anyone’s lips. The construction of the proposed Log Cabin Extension Road would destroy a minimum of 4.91 acres of the woods (the city-owned acreage of right-of-way for this road) and the ecological integrity of the forest. This road will destroy and degrade wildlife habitat; it will diminish much-needed ecosystem services values
such infiltrating rainwater, controlling flooding, purifying and cooling air, and buffering the impacts of climate change. The *What Moves You* transportation plan acknowledges the future impacts of climate change—more flooding, more rainfall in winter by 2050, 22% drop in summer rainfall, summer temperatures averaging a high August temperatures of 94 degrees F (*What Moves You: Regional Transportation Plan 2045*; TRPC, June 2020 draft, p. 36)—but does not actually consider that this paved roadway, which requires the clearcutting of a mature native forest, would exacerbate these impacts. Moving cars more efficiently between Boulevard Road and Wiggins Road—the putative goal of this road—is not a meaningful way to address the impacts of climate change.

**The road will permanently damage to “quality of life” for humans, the forest, and wildlife.** Both the peace and safety of the forest and the community ballfields will be permanently and negatively impacted by this road. Though the footprint of the proposed road is estimated at 49.1 acres, it only takes one walk around Olympia’s new Morse-Merryman Reservoir (the “water tank”) and access road to see what collateral damage a 5-acre project does to a forest and its wetlands. Like the water tower, the road will forever diminish the quality of the closed-canopy forest and connectivity of trails for park-goers and wildlife alike. Unlike the passive water tank, the proposed road will be a place where the sight, sounds, smells, and dangers of automobile traffic will be ever-present.

**What Moves You?** What “moves me” between Wiggins Road and Boulevard Road is *not* the vision of a road. What moves me is the gentle trails through the LBA Woods. What moves me is…the mature upland forest—the last largest such parcel in the city limits. What moves me are the firs, red-cedars, big-leaf maples, hemlocks, and dogwood. It’s the salmonberry, thimbleberry, trailing blackberry, osoberry, saskatoon, ocean spray, salal, and trillium. It’s the pileated woodpeckers, wrens, warblers, owls the other 80 bird species seen and heard in these woods over the seasons. It’s the quiet trails, the peace, the beauty of nature.

This road is an idea whose time has come and gone.

Please do not feel compelled to approve plans hatched in 1990s and now seemingly etched in stone. They are on paper and can be erased.

Please do not approve the draft *What Moves You 2045 Regional Transportation Plan*.

Please make a move to remove the Log Cabin Extension Road from this plan and consider discussing and exploring other options such as widening Morse Merryman Road.

Sincerely,

Maria Ruth

Olympia WA
To Thurston County and City of Olympia transportation planners:

Please accept this public comment for your upcoming 6/10 Regional Transportation Planning policy board meeting, or please let me know where I can properly submit a formal comment.

I oppose the proposed extension of Log Cabin Road through LBA woods.

Let me say that I am a public employee, and I know what it's like to be in your position. I generally defer to people like you because you have studied the issue and have the expertise. I am not here to second guess everything you've worked on. But I do know from personal experience that the government sometimes gets it wrong, and sometimes gets so focused on the details that it has trouble seeing the big picture.

Here, there is really no reasonable way to defend destroying irreplaceable urban habitat to build a connector road. Our environment cannot suffer even this relatively small further loss, given the increasing pressures on ecosystems imposed by climate change. It is well known that roads are harmful because of the way they divide habitat and because of the water pollution they promote.

If you are worried about increased pressure on Boulevard Rd, surely the solution is to increase the level of resources devoted to that road. You are the expert, but I have a hard time believing that you've done all you can to maximize the level of service on that road.

Further, I am skeptical that this project pencils out from a cost perspective. With projected shortfalls due to the pandemic, I cannot imagine your capital budgets won't be cut. You'll surely want to focus on maintaining existing infrastructure.

Thank you for listening. I am sure you are reasonable, thoughtful people, but we all have blind spots and sometimes make bad decisions. As a fellow public employee, thanks for what you do.

Julian Beattie
Olympia
Very disappointed about the poor management of the Zoom meeting and the result being that we were denied an opportunity to speak to the decision makers and hear from our community members in a civic forum. Written comments do not allow for the same kind of input.

You should reconvene the meeting before taking action and use best practices to avoid the Zoom bombing.

Here is my prepared statement:
My name is Larry Dzieza. While you point out the comment period is over, its not too late for the assembled officials to hear and to take to heart the will of the community to stop the road.

I am frustrated about the runaround I get from the elected officials and staff when I ask about how to stop the bad idea of putting a road through the LBA Woods. This has been the playbook to date:

- First you tell us the road in the regional plan reflects the local plans.
- Then we comment on the local plans and the locals say they have an 'obligation' to live up to the regional plan.
- When we comment on the regional plan we are told again to talk to our local jurisdiction about their plan.
- When we comment at the local level they tell us everyone has agreed at the regional level to this road.

And around and around we go like a traffic circle with no exit.

When we plead with our local officials to take action, they try to placate us by saying “don’t worry, the road is not in the six-year budget”. But I’ve been around budgeting long enough to know that when the time comes for you to build the road, and we object, you will say, “golly, it’s been in the plan for decades. The time to have changed it was many years ago because now we have allowed development and made investments based on the road being there”.

The time has come for the TRPC to start planning. Planning for this road not to happen. The sooner you start to acknowledge that an active citizenry is going to standup to the degradation of a precious resource of forest canopy within an urban setting the better it will be for all of us.

I’d like to say something to the professional Planners: Thank you for your work but recognize you are trapped by your training and modelling to look at population growth narrowly as an input to your traffic models. Those models are about how to manage the flows that come from increased population. That engineering perspective of population growth can blind you to a different dynamic: As the population and density increases, the importance to the eco-system and the value of the park in the public’s heart increases.

Perhaps some have strategized that time is on your side. You may be thinking that years from now, a thankful citizenry will praise your foresight to cut a road through the park to reduce road congestion, shaving several minutes off a commute. But you are going to be proven wrong.

Wrong because your model does not really align with the values of your constituents. Priorities for open space, recreation and a chance to be in nature will only increase as the region becomes more dense and the consequences of climate change brings more environmental consciousness to the public.
We, who are opposed to the road, may not succeed today or even tomorrow but we are not going away.

So do the planning that you do so well but with an expanded perspective: increases in population make preservation of natural places even more valuable. I know your models don’t have human and natural values as part of their algorithm, but as human beings who also share in our community, I suggest that you begin to create a sustainability and quality of life dimension to your decision making.

Thank you.

On Mon, Jun 8, 2020 at 11:18 AM Veena Tabbutt <tabbutv@trpc.org> wrote:

That’s fine. We’ll ask him to send it to us. Veena

R. Veena Tabbutt, Deputy Director
Thurston Regional Planning Council
2424 Heritage Court SW, Suite A, Olympia, WA  98502
360.741.2550 (Direct) | 360.956.7575 (Main) | 360.956.7815 (Fax)

www.trpc.org  tabbutv@trpc.org

This e-mail and any attachments are for the use of the addressed individual. If you have received this e-mail in error, please notify our systems manager. TRPC has taken responsible precautions to ensure no viruses are present in this e-mail, however we do not accept responsibility for loss or damage arising from the use of this e-mail or attachments.

From: Larry ofNottingham <larryofnottingham@gmail.com>
Sent: Monday, June 8, 2020 10:43 AM
To: Veena Tabbutt <tabbutv@trpc.org>
Subject: Re: I would like to know how to make a public comment call-in for the June 10th meting

***EXTERNAL EMAIL***

Thanks for your help on this. Not knowing the best email address to use I ended up using theTRPC Executive Director Marc Daily at dailym@trpc.org. I assume that he will be able to share what he receives with you and the rest of the Board?
On Mon, Jun 8, 2020 at 8:36 AM Veena Tabbutt <tabbutv@trpc.org> wrote:

You can send it directly to me or to Karen Parkhurst (cc’d on this email) who manages the Transportation Policy Board agenda.

Thank you for your interest in our agency.

Veena

R. Veena Tabbutt, Deputy Director
Thurston Regional Planning Council
2424 Heritage Court SW, Suite A, Olympia, WA 98502
360.741.2550 (Direct) | 360.956.7575 (Main) | 360.956.7815 (Fax)

www.trpc.org  tabbutv@trpc.org

This e-mail and any attachments are for the use of the addressed individual. If you have received this e-mail in error, please notify our systems manager. TRPC has taken responsible precautions to ensure no viruses are present in this e-mail, however we do not accept responsibility for loss or damage arising from the use of this e-mail or attachments.

From: Larry of Nottingham <larryofnottingham@gmail.com>
Sent: Saturday, June 6, 2020 12:56 PM
To: Veena Tabbutt <tabbutv@trpc.org>
Subject: Re: I would like to know how to make a public comment call-in for the June 10th meeting

***EXTERNAL EMAIL***

What is the best email address to use?
On Fri, Jun 5, 2020 at 7:44 AM Veena Tabbutt <tabbutv@trpc.org> wrote:

Hi,

You can make your public comment during the zoom meeting (using the link or call in number) or email it to us in advance.

Thanks,

R. Veena Tabbutt, Deputy Director
Thurston Regional Planning Council
2424 Heritage Court SW, Suite A, Olympia, WA  98502
360.741.2550 (Direct) | 360.956.7575 (Main) | 360.956.7815 (Fax)

www.trpc.org  tabbutv@trpc.org

This e-mail and any attachments are for the use of the addressed individual. If you have received this e-mail in error, please notify our systems manager. TRPC has taken responsible precautions to ensure no viruses are present in this e-mail, however we do not accept responsibility for loss or damage arising from the use of this e-mail or attachments.

From: Larry ofNottingham <larryofnottingham@gmail.com>
Sent: Thursday, June 4, 2020 9:01 PM
To: info@trpc.org
Subject: I would like to know how to make a public comment call-in for the June 10th meeting

***EXTERNAL EMAIL***

It is not clear from the agenda whether I can provide my verbal comments via Zoom or
do I need to call-in on a separate phone number.

Thanks.

Larry Dzieza
360.556.6070
***EXTERNAL EMAIL***

I did try to participate in the public comment but after the meeting was hijacked, I decided to email comments. I fully agree with Christana’s statement at the beginning.

Get Outlook for iOS

Please do not put a road through separating LBA park from LBA Woods. Many people use both. Parking is in the park portions and creating a major through street park goers must cross makes no sense. Especially since the housing is not being constructed, there there will be less need for this road. I walk and run in the woods almost daily. Each part is unique with many ecosystems. Please do not destroy this natural area that we work so hard to preserve. Remove this road from your plan. Please fix Morris Merriman and Wiggins with bike lanes and sidewalks instead. It is hard to access the Chehalis western trail from our neighborhoods.

Thank you
Elizabeth Norman

Get Outlook for iOS
Marc—

This is Maria Ruth. I signed up to give public comment today at the Transpiration Policy Board meeting.

Many of us on the call were there to give comment on the Log Cabin Extension. I am not sure how “Zoom Bombers” work but I am disgusted by what happened this morning and please know that the offensive caller was not affiliated with the group of community members who either submitted letters or were on the call to comment on the TRPC plan.

So sorry the meeting was shut down.

Maria Ruth

On Jun 8, 2020, at 7:30 PM, Maria Ruth <MARIARUTHBOOKS@COMCAST.NET> wrote:

Dear Marc,

I am writing to urge you to remove project A-4, the Log Cabin Extension Road (aka Log Cabin Road, Log Cabin Connection) from the draft What Moves You 2045 Regional Transportation Plan. Here is why:

The road will ruin one of the community’s favorite parks. The site for the proposed road connecting Wiggins Road and Boulevard Road is the LBA Woods—the commonly used name to describe the 133 acres of mature upland forest recently added to LBA Park in Southeast Olympia. Since moving to Olympia in 2006, I have been walking the trails regularly in the LBA Woods. In 2014, I joined the campaign to save the LBA Woods for public parkland. Since 2016, I have served as member of the Friends of LBA Woods, a stewardship group that has hosted or co-hosted 27 volunteer habitat-restoration work parties as well as guided nature walks and other community events in the LBA Woods. These woods are precious not only to me and to the several thousand residents of Thurston County who supported our campaign to save forest and who now spend time enjoying the natural beauty and 4-mile network of undeveloped recreational trails through the park.

The landscape has changed. The proposed Log Cabin Extension Road first appeared on regional transportation plans in the 1990s. This road might have
made sense back then. It might have made sense as late as 2015 when the 150-acre wooded parcels commonly known as the LBA Woods were owned by developers who planned to clear the forest, build ~1000 homes, and fund most of the road. But with the 2016-2017 purchase of most of the LBA Woods as a City of Olympia Park, this road has become unnecessary and antithetical to what it means to live in a livable city, to act as stewards for our environment, and to prioritize the health and well-being of our community.

**Justification for the road is weak.** Despite the purchase of 133 acres of the LBA Woods for parkland in 2016-2017, members of Olympia’s City Council, Thurston Regional Planning Council, and the Transportation Policy Board have not together seriously discussed or reconsidered the need for the Log Cabin Extension Road. nor the environmental impact to of clear-cutting a swath of forest for a road that keeps showing up on the plans as if by default. “The road has been planned for decades” is a phrase often uttered to by cannot be a justification for this road.

**You cannot approve this project and still be serious about addressing climate change.** This proposed road is artifact of a time when “climate change,” “ecosystem services,” and “carbon sequestration,” were not on anyone’s lips. The construction of the proposed Log Cabin Extension Road would destroy a minimum of 4.91 acres of the woods (the city-owned acreage of right-of-way for this road) and the ecological integrity of the forest. This road will destroy and degrade wildlife habitat; it will diminish much-needed ecosystem services values such infiltrating rainwater, controlling flooding, purifying and cooling air, and buffering the impacts of climate change. The *What Moves You* transportation plan acknowledges the future impacts of climate change—more flooding, more rainfall in winter by 2050, 22% drop in summer rainfall, summer temperatures averaging a high August temperatures of 94 degrees F (*What Moves You: Regional Transportation Plan 2045*; TRPC, June 2020 draft, p. 36)—but does not actually consider that this paved roadway, which requires the clearcutting of a mature native forest, would exacerbate these impacts. Moving cars more efficiently between Boulevard Road and Wiggins Road—the putative goal of this road—is not a meaningful way to address the impacts of climate change.

**The road will permanently damage to “quality of life” for humans, the forest, and wildlife.** Both the peace and safety of the forest and the community ballfields will be permanently and negatively impacted by this road. Though the footprint of the proposed road is estimated at 49.1 acres, it only takes one walk around Olympia’s new Morse-Merryman Reservoir (the “water tank”) and access road to see what collateral damage a 5-acre project does to a forest and its wetlands. Like the water tower, the road will forever diminish the quality of the closed-canopy forest and connectivity of trails for park-goers and wildlife alike. Unlike the passive water tank, the proposed road will be a place where the sight, sounds, smells, and dangers of automobile traffic will be ever-present.

**What Moves You?** What “moves me” between Wiggins Road and Boulevard Road is not the vision of a road. What moves me is the gentle trails through the LBA Woods. What moves me is…the mature upland forest—the last largest such parcel in the city limits. What moves me are the firs, red-cedars, big-leaf maples, hemlocks, and dogwood. It's the salmonberry, thimbleberry, trailing blackberry, osobery, saskatoon, ocean spray, salal, and trillium. It's the pileated
woodpeckers, wrens, warblers, owls the other 80 bird species seen and heard in these woods over the seasons. It's the quiet trails, the peace, the beauty of nature.

This road is an idea whose time has come and gone.

Please do not feel compelled to approve plans hatched in 1990s and now seemingly etched in stone. They are on paper and can be erased.

Please do not approve the draft *What Moves You 2045 Regional Transportation Plan*.

Please make a move to remove the Log Cabin Extension Road from this plan and consider discussing and exploring other options such as widening Morse Merryman Road.

Sincerely,

Maria Ruth

Olympia WA
From: Julian Beattie <beattie.julian@gmail.com>
Sent: Monday, June 8, 2020 2:48 PM
To: Marc Daily <dailym@trpc.org>; Gilman, Clark-2 <cgilman@ci.olympia.wa.us>
Subject: Public comment re: A4/proposed Log Cabin Road Extension

***EXTERNAL EMAIL***

I appreciate that. Take care.

On Mon, Jun 8, 2020, 4:25 PM Marc Daily <dailym@trpc.org> wrote:

Thank you for taking the time to comment on the Log Cabin Road Boulevard/Wiggins connection, a City of Olympia project included in the draft Regional Transportation Plan for the Thurston Region. The decisions to implement individual projects included in the plan are made by each jurisdiction – in this case, the City of Olympia. I have forwarded your message to City of Olympia staff leadership to help ensure that your input is considered. Thank you again and please let me know if Thurston Regional Planning Council can be of assistance. Take care… Marc Daily
To Thurston County and City of Olympia transportation planners:

Please accept this public comment for your upcoming 6/10 Regional Transportation Planning policy board meeting, or please let me know where I can properly submit a formal comment.

I oppose the proposed extension of Log Cabin Road through LBA woods.

Let me say that I am a public employee, and I know what it's like to be in your position. I generally defer to people like you because you have studied the issue and have the expertise. I am not here to second guess everything you've worked on. But I do know from personal experience that the government sometimes gets it wrong, and sometimes gets so focused on the details that it has trouble seeing the big picture.

Here, there is really no reasonable way to defend destroying irreplaceable urban habitat to build a connector road. Our environment cannot suffer even this relatively small further loss, given the increasing pressures on ecosystems imposed by climate change. It is well known that roads are harmful because of the way they divide habitat and because of the water pollution they promote.

If you are worried about increased pressure on Boulevard Rd, surely the solution is to increase the level of resources devoted to that road. You are the expert, but I have a hard time believing that you've done all you can to maximize the level of service on that road.

Further, I am skeptical that this project pencils out from a cost perspective. With projected shortfalls due to the pandemic, I cannot imagine your capital budgets won't be cut. You'll surely want to focus on maintaining existing infrastructure.

Thank you for listening. I am sure you are reasonable, thoughtful people, but we all have blind spots and sometimes make bad decisions. As a fellow public employee, thanks for what you do.
Good morning,

I tried to participate in the public comment period of this morning's meeting of the Transportation Policy Board before the meeting was hijacked by an unwelcome participant! I am writing to you to express my concern about the Log Cabin Road Connection project (Project A4) in the proposed Regional Transportation Plan. As I'm sure you are aware, this project would adversely impact the LBA Woods which were preserved from development in recent years. It's my understanding that this proposed road connection was planned before the LBA woods were preserved as green space for our community by the city of Olympia in 2017. In fact, acquisition of the land to preserve the LBA woods was the most frequently requested project by community members when the city conducted outreach to adopt its 20-year Parks and Recreation Plan in 2016. Improvements to the trails in the LBA woods are currently included in the city's own 2018-2023 Capital Facilities Plan. Extending this road runs counter to these plans and to the input already received from Olympia residents.

I strongly urge you to **remove the Log Cabin Road Connection project** from the proposed regional plan.

Thank you for your time and consideration.

Dawn Eychaner
603 Garrison St NE
Olympia, WA 98506
Hello Mr. Daily

I was hoping to make comments in the Zoom call today. My name is Heather Ashbaugh and I live at 2920 Shelburne Way SE. I am respectfully asking for you and your board to please remove the Log Cabin Rd extension from your plans.

When I saw the plans to put a road through the LBA Woods, I was brought to tears. I am in tears as I write this. I am not one to ever speak up, let alone take time off work to speak up at a city meeting. But I cannot stand by and let this happen.

These woods are so very important to me and my family. Every single day my daughter and I walk together through that exact patch of land. She absolutely loves the trees and is always asking to visit "the forest." It is one of the few peaceful places to visit when we need some space away from our busy lives. I know I am not alone in this as the woods are always a buzz with families on their walks, dog walkers and the like.

For my daughter and I, we love to walk along looking for wildlife. We sometimes stop to count the ants to sing "The Ants Go Marching" song. We also like mixing up the routes we go and finding new trails. In a world where there is so much screen time, it is imperative for kids to get outside! Please don't take away another place they can go.

I think about how our walks will progress as she ages. She won't always be counting ants, but later we could jog, or maybe just walk and talk about her day at school.

Whenever friends and family visit, we go visit the woods too! And what do you think they say when they walk in the woods? "WOW. This is so beautiful. What a magical place." Truly.

That's because the LBA woods are an Olympia treasure. They are so beautiful and calming, especially for those that struggle with mental health issues. They are a haven for those that need a safe, relaxing place to get outside.

As you have seen from other emails that I am sure you are receiving, the woods are an institution. It may seem weird that people can become attached to a bunch of trees. But it is more than that. As I said before, for me, it is where so many of my memories with my daughter were made. It's such an important part of our day. To others it is a place to get exercise and be able to relax in nature.

I am not alone in thinking that the millions planned for this could be better spent in other areas of Olympia or perhaps in reworking Morse Merryman? The round about greatly helped that area and it makes me wonder if this new road is really needed.
Also, regarding the new road. I can only imagine the people speeding through that causing a very dangerous situation for children playing in the park or the neighborhood bordering the back of the woods.

I am very confused also as there were recent surveys and the like to update the trails and make changes to make walking in the trails easier. Why is this plan going on at the same time as plans for a road right through it?

Please reconsider and please listen to us. It is heartbreaking to think this place will soon not exist.

I challenge everyone on the board to go take a walk in the LBA Woods when you can. Go and see why we feel so strongly as to send you these emails.

Thank you for your time,
Heather Ashbaugh
Dear Mr. Daily, Mr. Gilman and Olympia Mayor and Council members:

I am writing to urge mostly strongly that you remove the proposed road through the LBA Woods from the active list in the city’s Capital Facilities Plan.

I will leave to others more familiar with travel, traffic and development patterns in this part of town to discuss details of the design. For my part, I find it difficult to comprehend how and why such a project remains on the city’s and county’s planning boards. It should surprise no one that adding vehicular traffic capacity increases automotive traffic and encourages development that is car dependent. (This reality was well understood back in the 1960s, when I became a community activist opposing urban freeway construction in Washington D.C.)

I do not believe Olympia residents wish to sacrifice the LbA Woods for the sake of a road that appears to have little planning rationale to justify its construction. More to the point, however, is the fact that global warming is progressing way faster than scientists have been predicting for the last several decades, and the transportation sector is a major CO2 contributor. Every new road is a nail in the planet’s coffin, at least as it provides a home for human society. More roads? More airports? Destroyed natural areas? Really?

Please. Honor the many Olympia citizens who love this natural area, who have worked to protect it, and whose children deserve to enjoy natural areas such as the LBA Woods — not to mention a future on Planet Earth.

Thank you for your attention. Please do the right thing.

Peggy Bruton
1607 East Bay Drive
Olympia WA 98506

360 866 7165
**TRPC Executive Director Marc Daily**

Dear Mr. Daily, Mr. Gilman and Olympia Mayor and Council members:

I am writing to urge mostly strongly that you remove the proposed road through the LBA Woods from the active list in the city’s Capital Facilities Plan.

I will leave to others more familiar with travel, traffic and development patterns in this part of town to discuss details of the design. For my part, I find it difficult to comprehend how and why such a project remains on the city’s and county’s planning boards. It should surprise no one that adding vehicular traffic capacity increases automotive traffic and encourages development that is car dependent. (This reality was well understood back in the 1960s, when I became a community activist opposing urban freeway construction in Washington D.C.)

I do not believe Olympia residents wish to sacrifice the LBA Woods for the sake of a road that appears to have little planning rationale to justify its construction. More to the point, however, is the fact that global warming is progressing way faster than scientists have been predicting for the last several decades, and the transportation sector is a major CO2 contributor. Every new road is a nail in the planet’s coffin, at least as it provides a home for human society. More roads? More airports? Destroyed natural areas? Really?

Please. Honor the many Olympia citizens who love this natural area, who have worked to protect it, and whose children deserve to enjoy natural areas such as the LBA Woods — not to mention a future on Planet Earth.

Thank you for your attention. Please do the right thing.

Peggy Bruton
1607 East Bay Drive
Olympia WA 98506

360 866 7165
Mr. Daily,

I am not the type of person who usually speaks out on issues but the recent proposal to put a road through LBA woods has given me no choice but to voice my dissatisfaction. I am a para educator, a mother of three, and have been a resident of the Newcastle neighborhood off of Boulevard Road for close 20 years. The LBA Woods are a critical part of what makes the neighborhoods in the area desirable for people of all ages.

LBA is the last green space within walking distance for myself and my neighbors. The woods are place where kids can play, a meeting space for friends young and old, a refuge for nature enthusiasts, and a quiet place for people to go to just get outside of the house. I enjoy these woods on a daily basis, either walking the dog or running in a serene place with clean air. The barrier for noise pollution alone is a selling point of these woods, and a road would compromise that beyond repair.

I worry what the negative impact of a large through street on our community would include less local traffic, more noise pollution, and faster speeds. There are also 3 public schools within a half of a mile, extending down Boulevard road and I worry one more road will lead to more students being at risk of speeding cars/distracted drivers as they walk or bike to school.

On top of all of those factors, I am disappointed in the city council’s broken promises for even funding such a road. When originally proposed, the road was supposed to service a new development and be paid for by the developing company. But now, why should I, as a taxpayer pay more to destroy one of the greatest amenities the city has to offer in my area?

I urge you to vote against this project. It is not in the public interest, it is not in the interest of the taxpayer, and it is not in the interest of families.

Regards,

Maureen E. Damitio
Dear Executive Director Daily,

I am a resident of Olympia, Washington and I am writing to you to express my concern about the city’s plan to construct a road through LBA park. LBA park means a great deal to me, and many others in the community. It would be an understatement to say that building a road through this beautiful park would be a tragic loss for the city and those of us who spend time there regularly, not to mention the disruption to the wildlife, and nearby residents, it would cause. As a person who commutes daily on the roads surrounding LBA park, I find this proposed change to be absolutely unnecessary and not at all beneficial to the residents living near the park, as our roads nearby are already in fine condition and it takes nearly no time at all to get around town when driving. Additionally, many house owners have LBA’s woods as their own backyard, and it would simply be disruptive to people’s daily lives when thinking about how long construction would take place. I hope you take my email to heart, as I know many other people in our city would not be pleased with the proposed plans you have in mind.

Thank you for your time, I hope this email finds you well.

-Stephanie Shorin
   360-790-3625
***EXTERNAL EMAIL***

Dear Executive Director Daily,

I am a resident of Olympia, Washington and I am writing to you to express my concern about the city’s plan to construct a road through LBA park. LBA park means a great deal to me, and many others in the community. It would be an understatement to say that building a road through this beautiful park would be a tragic loss for the city and those of us who spend time there regularly, not to mention the disruption to the wildlife, and nearby residents, it would cause. As a person who commutes daily on the roads surrounding LBA park, I find this proposed change to be absolutely unnecessary and not at all beneficial to the residents living near the park, as our roads nearby are already in fine condition and it takes nearly no time at all to get around town when driving. Additionally, many house owners have LBA’s woods as their own backyard, and it would simply be disruptive to people’s daily lives when thinking about how long construction would take place. I hope you take my email to heart, as I know many other people in our city would not be pleased with the proposed plans you have in mind.

Thank you for your time, I hope this email finds you well.

-Stephanie Shorin
  360-790-3625
***EXTERNAL EMAIL***

Dear Mr. Daily:

I write to implore you to revise the City of Olympia's Transportation Plan and take out the plan to build a road through the LBA Woods. Surely by now the City of Olympia concedes that the LBA Woods is valuable intact and contiguous - a huge benefit for the quality of life in Southeast Olympia. Many residents enjoy its paths, its peace, its separation from traffic, noise and fumes. Other important values include its ecological diversity and protection of groundwater. To build a road through, whenever in the future, jeopardizes all of these purposes. Please take this road out of the plan!

Thanks for your attention.

Bonnie Wood
2800 Aberdeen Court S.E.
Olympia, Washington 98501
***EXTERNAL EMAIL***

To: TRPCs Executive Director Marc Daily at dailym@trpc.org
Olympia City Councilman Clark Gilman at cgilman@ci.olympia.wa.us
City of Lacey’s Councilman Malcolm Miller at mmiller@ci.lacey.wa.us

From: Mike Ruth, Citizen
(2520 Wedgewood Ct Olympia 98501)

Return email: mikeruthgis@hotmail.com

*****

I am writing to ask you to please STOP FUNDING THE LOG CABIN EXTENSION ROAD!

It is A Zombie Idea:
This road is a failed concept, and a hangover from the 1990’s planning concept, when planners thought that everyone should be able to drive everywhere, anytime, with no delays, essentially for free. The Log Cabin Extension is an expensive, destructive, unnecessary road. One failure of the idea is that the road may move most of its cars onto North Street, which is already congested and cannot be widened. Paying millions of dollars for a road to a traffic jam, while destroying a park ... does that really make sense?

But it’s been on the plan!
The plan is just a document based on decades-old assumptions about growth, economics, and the environment. The point of a plan is to allow graceful change and adaptation. So, just change the plan!
The road will pretty much kill the quality of two parks, LBA ballparks as well as LBA woods. Is that really worth the cost? Who benefits from paying for destruction of local quality of life? Single car drivers, that’s who.

An alternative vision:
Imagine a pedestrian-friendly trail through a lovely park, including a bike trail. These transportation features enable people to move safely on foot, while emitting zero pollution, and gaining exercise and health and social benefits. Imagine saving millions of taxpayer dollars into the bargain. Olympia and Thurston County should be focused on preserving open spaces, not destroying a lovely widely used large park for cars. Quality of life in the 2040’s will be better if parcels of open land, like the LBA woods are RETAINED and nurtured for public use.

Roads are Killing the Planet
The ethic of making the world safe for single driver automobiles has wreaked havoc on communities
and, indeed, the world. It is possible that the planners who drew a blue line onto the Thurston long-
term planning map in the early 1990’s had no awareness of the destruction of the atmosphere
through vehicle emissions.
We need to eliminate the “frame” that encouraging driving is progress. Real progress means making
communities more livable and active. Get people out of their cars! Increasing public transport will
result from *discouraging* cars not building more urban road capacity. Mass transit is lower in cost
per mile traveled and in carbon emissions per person-mile than roads and cars.
Transportation planners (of course) care about cars. They predicate their projections for more roads
essentially on projections of population growth. But as we continue to grow in population density,
the remaining open spaces will become ever more valuable. We should be planning to preserve
open forest lands and pars as a much higher value for Olympia’s future population.

Where will the Cars go?
In the specifics, the Log Cabin Extension is foolish, even if you reject the idea of maintaining parks for
quality of life for a more dense, hot, polluted future generation.
In the specifics, the Log Cabin Extension will run its traffic largely on (or from) North Street. North
Street, as I understand, cannot be widened, by legal agreement between Olympia and Tumwater.
The effect of the Log Cabin Extension will largely cause traffic build up on already cramped North
Street. What is the purpose? What will North Street be able to carry in 20+ years from now? For
million of dollars the “plan” is to cause a traffic jam on already over-used North Street?

Too Expensive!
Financially, the Log Cabin Extension is a fiscal loser. The entire concept was planned on the grounds
that developers of large dense housing complexes would agree to pay for the road.
There is much more our community could do with $8 million (which will be much much more by
2040).

Just Stop Funding the Log Cabin Extension Studies
Sinking any funding into a doomed and stupid extension, which only detracts from our community, is
a silly decision. The City and County and Regional authorities need to stop funding this zombie idea,
now.

An Alternative?
Can Morse Merriman Road be improved? Where is the engineering study and cost analysis for that
alternative. Fund that before you fund the destruction of LBA park.
If there is a need for some east-west increased capacity between Lacey and Olympia the city should
think about re-engineering Morse Merriman. I know I know, Wiggins intersection, and the “jog”
between 37th and Wiggins. Transportation planners can figure those out, they’re engineers! The
transit through 37th to Wiggins to Morse Merriman might, in the end be a few minutes slower to
arrive to Boulevard. But at least the two parks can be saved for quality of life. Single car drivers
(which make up the majority of the planned trips) can spend a few minutes and make a couple of
turns. Who knows, they might even decide it’s more pleasant to just bike through the beautiful park
and get a breath of fresh air on their way to or from Lacey!

Thanks for reading (if you made it this far ;>)
-Mike Ruth
***EXTERNAL EMAIL***

Hello Mr. Daily

I am writing to express my objection for a road through LBA park.

The development of land for homes is destroying our quality of life. Urban growth is not a measure of a successful or healthy community.

There are enough studies proving the deleterious health effects of conducting sports near roads due to the exposure to car exhaust. Kids will be playing closure to that exposure point.

Thank you.

Diane Roberts
360.951.8264
To each of you on the TRPC Board,

I believe that the LBA Park is an invaluable asset in multiple ways and should be preserved, and, therefore, the Log Cabin Road A-4 should NOT be constructed. The land has already been purchased. It is time to focus on protecting the amazing natural woods and trails that is the heart of the LBA magic.

The LBA Park is loved and used by many people. In addition to the sports fields and playgrounds the walking trails and woods provide a truly unique walking (and biking) experience for Thurston County residents.

1. Trail benefits include
   - Walking in a quieter natural setting (unlike Watershed Park
   - Comfortable elevations in trails for seniors like us. (unlike Priest Point and Burfoot )
   - Three plus miles of mostly natural trails.
   - Walking for healthy living is a FREE activity. (unlike public marina, gas station too and airport)
   - Running in the woods helps kids and others flourish!
   - Includes walking, birding, geocaching, biking, art, photography, mediation, childrens activities...for example

2. Wildlife and nature protection matters.
   - This park is so unique and rare. We live fairly close and often go there for walking and nature.
   - Parks contribute to biodiversity
   - Provide habitat for wildlife
   - Parks give wildlife a place to live alongside us.
   - And so much more!

3. Thurston County Growth
   - Accessible by public transportation
   - Protect what little we have left. We see the many story buildings going up in downtown Olympia and developments growing all around us.
   - Population growth ...for quality of life and for a healthier planet earth these public parks must be protected! LBA is a gem in our world.

Please join us in protecting the LBA Park for generations to come. In a
world of constant consumption of land for profit it is critical that we save this property for the free and fun use of a beautiful and precious woods and sports park.

Thank you,

Marie Schneider
Phil Mizell
5049 Viewridge Dr SE
Olympia, WA

---------------------------------------------------------------------------------------------------------------------------------

TRPCs Executive Director Marc Daily at dailym@trpc.org
Olympia City Councilman Clark Gilman at cgilman@ci.olympia.wa.us
City of Lacey’s Councilman Malcolm Miller at mmiller@ci.lacey.wa.us
Thurston County Commissioner Tye Menser via this form