

Appendix D

Public Engagement

Public Participation Plan

Thurston Regional Planning Council (TRPC) established a public participation plan for the update to the Regional Transportation Plan (RTP). The plan outlines how TRPC worked to provide information to and involve the public in the update process. Tools used to elicit feedback and provide information included:

- Providing outreach materials and asking for feedback at community events
- Website and social media updates
- Briefing policymakers at TRPC and the Transportation Policy Board (TPB)
- Asking for feedback through a community survey
- Providing outreach materials and presentations to outside organizations
- Holding a public comment period
- Making translation services available

Online Presence

TRPC maintains an online presence for the RTP through the agency's website and social media platforms (Facebook, LinkedIn, and Nextdoor) to make the information contained in the plan available and accessible to the public. During the update process, TRPC posted additional information about the update, including outreach materials and the community surveys. TRPC also worked with partners to coordinate social media posts, online newsletters, and email blasts that communicated with community members about meetings and opportunities to comment/provide feedback.

TRPC Briefings

From time to time throughout the update process, TRPC staff provided briefings to the Technical Advisory Committee (TAC), TPB, and TRPC. These updates were used to inform the various parties of the project's progress; inform them of specific topics of interest; answer their questions; and receive direction from policymakers. Each meeting was open to the public and provided an opportunity to learn more about the RTP.

Transportation Priorities Survey

Why a Transportation Priorities Survey?

TRPC administered a transportation priorities survey between June and November of 2021. The survey was conducted to achieve three things: incorporate equity into the regional transportation planning process; capture information on changing telework and commute patterns; and to test survey methods. In total, 4,689 people responded to the survey. For a full review of the survey results, please see the [transportation priorities survey webpage](#).

Survey Distribution & Questions

TRPC conducted the countywide survey between June and November 2021. TRPC began by sending a postcard to every household with an invitation to tell us what's important to them.

TRPC followed up by:

- Posting the survey on social media;
- Emailing TRPC's relevant distribution lists;
- Working with regional partners to include the survey invitation in their communications;
- Providing paper surveys to people who utilize the Thurston County Food Bank, senior housing facilities, and the Housing Authority of Thurston County; and
- Administering a shorter, more targeted survey to the region's high school students.

Spanish, Korean, and Vietnamese are the three most common languages spoken at home in Thurston County, besides English. The survey was proactively translated into Spanish and included the invitation to take the survey in both English and Spanish. TRPC also included language on the project website in Korean and Vietnamese inviting people who desired the survey be translated into another language to reach out.

Figure D-1: Transportation Priorities Survey Postcard



The postcard was sent in June and July 2021 with language in both English and Spanish. The back of the postcard included a link to the project website and a QR code to the survey.

We asked about:

- COVID and commuting
- Transportation access
- Job access
- Project funding priorities
- Big picture values
- Equity

Who Responded to the Survey?

Table D-1 provides a snapshot comparing who responded to the survey and the demographic make-up of the Thurston region based on either the 2020 Census or the American Community Survey (ACS) five-year estimates.

Table D-1: Transportation Priorities Survey Respondent Demographics

DEMOGRAPHIC	SURVEY RESPONDENTS	THURSTON REGION POPULATION
Where People Live...	Respondents	2020 Census
Bucoda, Rainier, & Tenino	4%	2%
Lacey	18%	18%
Olympia	43%	19%
Tumwater	10%	9%
Yelm	2%	4%
Elsewhere in Thurston County	24%	49%
Outside of Thurston County	3%	--
Race & Ethnicity...	Respondents	2020 Census
American Indian and Alaska Native	1%	2%
Asian	2%	6%
Black or African American	1%	3%
Native Hawaiian and Other Pacific Islander	< 1%	1%
White	88%	73%
Another Race	3%	4%
Multiracial	4%	12%
Hispanic or Latino of Any Race	4%	10%
Not Hispanic or Latino	96%	90%
Gender...	Respondents	2015-2019 ACS
Female	55%	51%
Male	43%	49%
Non-Binary ¹	2%	--
Age...²	Respondents	2015-2019 ACS
24 or younger	14%	30%
25-54	35%	40%
55 or older	51%	30%
Income...	Respondents	2015-2019 ACS
Less than \$35,000	16%	22%
\$35,000-\$74,499	30%	30%
\$75,000 or more	54%	48%

¹ The transportation priorities survey asked about a person’s gender; the ACS asks about a person’s sex and only allows respondents to select “male” or “female.”

² The student survey did not ask any demographic questions. Student survey respondents are assumed to be 24 or younger and are included in these totals.

Telework and Commuting

Respondents were asked about their transportation choices before and during the COVID-19 pandemic (Figure D-2).

Transportation modes that saw little or no change in use:

- Driving/riding a motorcycle
- Riding a bicycle
- Walking

Transportation modes that saw decreasing use:

- Driving alone
- Riding with someone else
- Riding the bus
- Using a taxi or ride hailing service

Figure D-2. Transportation choices before and during the COVID-19 Pandemic

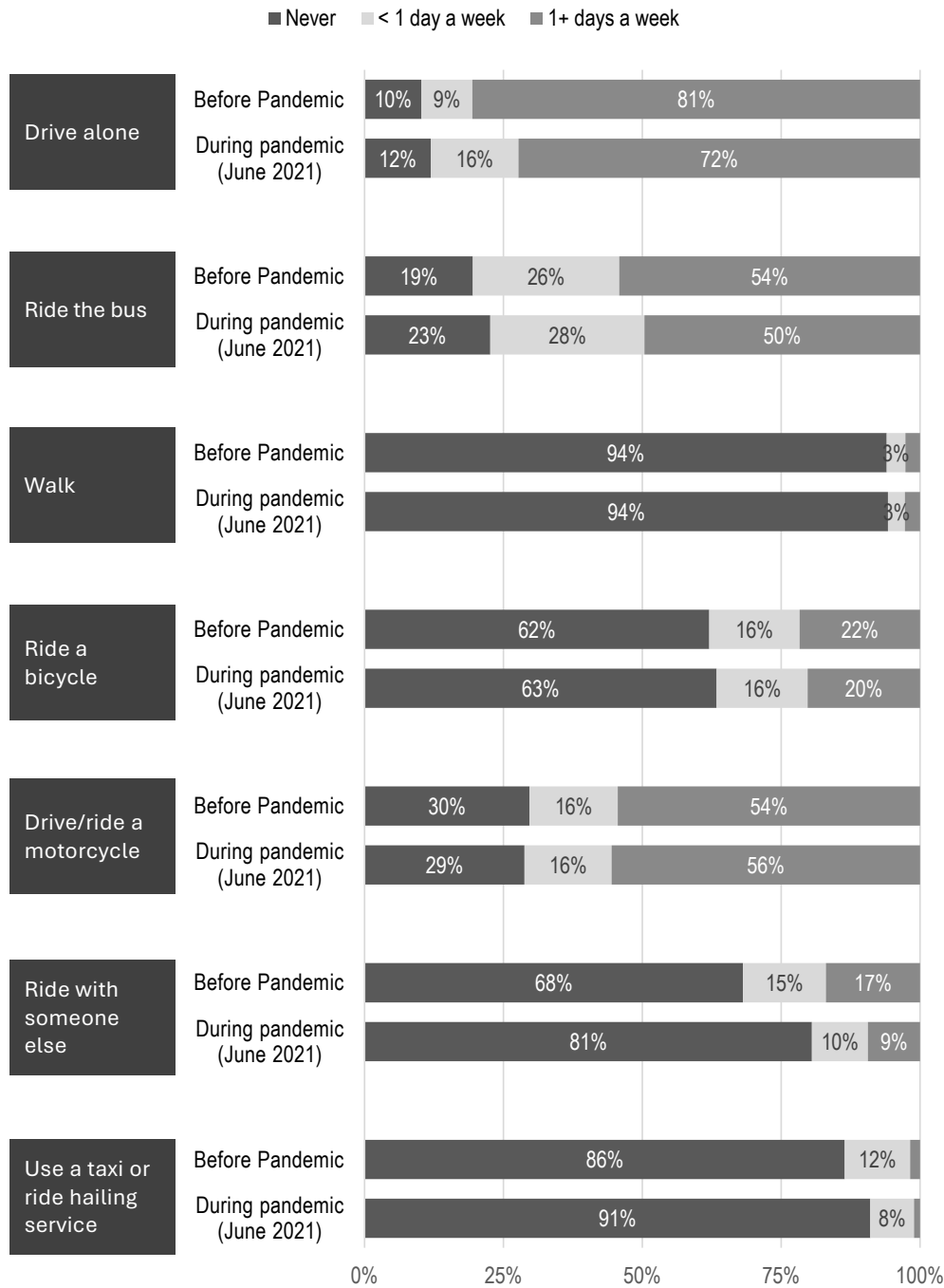


Figure D-2 shows the responses to the following two questions:

- During a normal week in June 2021 (during COVID-19 pandemic), how many times a week do you use these kinds of transportation?
- How many days a week did you use these forms of transportation before the COVID-19 pandemic?

This question was only asked on the general survey.

Transportation & Job Barriers

Survey respondents were asked whether they had trouble getting from home to shopping or school and other places, such as medical appointments or errands. Student respondents were nearly twice as likely to have transportation

barriers as general survey respondents (Figure D-3). The safety and practicality of walking, bicycling, and riding the bus were the most often cited transportation barriers respondents experience.

Figure D-3. Respondents Experiencing Transportation Barriers

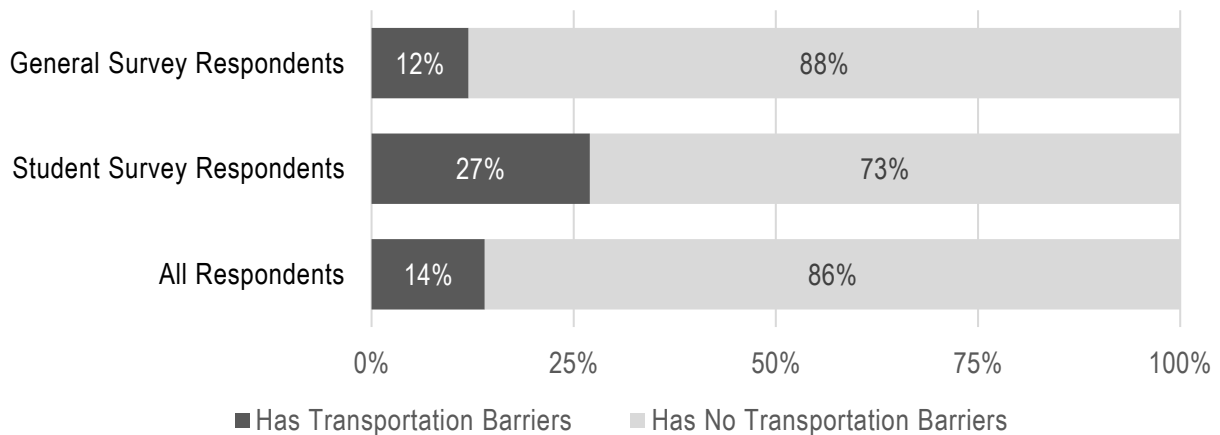


Figure D-3 shows the responses to the following question: Do you have trouble getting from home to shopping or other places like medical appointments and errands?

General survey respondents were also asked whether their transportation options prevented them from finding a job or a better job. While only seven percent of respondents indicated their transportation options presented a job barrier, respondents with a disability affecting mobility, respondents with the lowest incomes, and respondents under the age of 25 were all more likely to indicate transportation options are a barrier accessing jobs (Figure D-4). As with transportation barriers, the safety and practicality of walking, bicycling, and riding the bus were the most often cited barriers respondents experience when it came to job access.

Project Funding

TRPC awards money from the federal government through grants for transportation studies, projects, and programs. Because of federal rules, this money can only be used in certain ways. Respondents were asked to identify how important they felt 17 different project types were. Overall, survey respondents identified planning projects, projects with a stated improvement in safety, and road maintenance projects as the most important.

Respondents were also asked about their priorities for funding eight types of sidewalk projects. Overall, adding sidewalks to streets with heavy traffic, frequent bus service, or school walking routes were identified as the most important sidewalk projects.

Principal Goals

Survey respondents were asked how important it was that studies, projects, and programs achieve four broad goals:

- Use the money as efficiently as possible
- Help support vibrant urban centers (downtowns), streets that link them, and healthy neighborhoods
- Help reduce greenhouse gas emissions and improve air quality
- Support the travel needs of younger and older people and people of all ages who may have low incomes, have trouble communicating, or have other obstacles that make it hard to get where they need to go

Overall, there was broad support from respondents for each of the goals (Figure D-5).

Figure D-4. Job Barriers by Demographic Characteristic

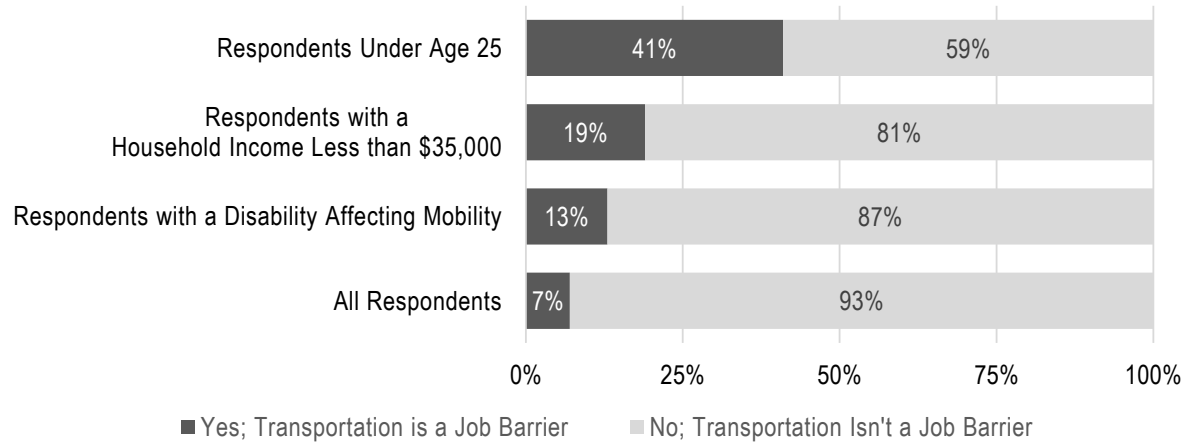


Figure D-4 shows the responses to the following question: Do your transportation options prevent you from finding a job or a better job?

Figure D-5. Support for Achieving Broad Goals

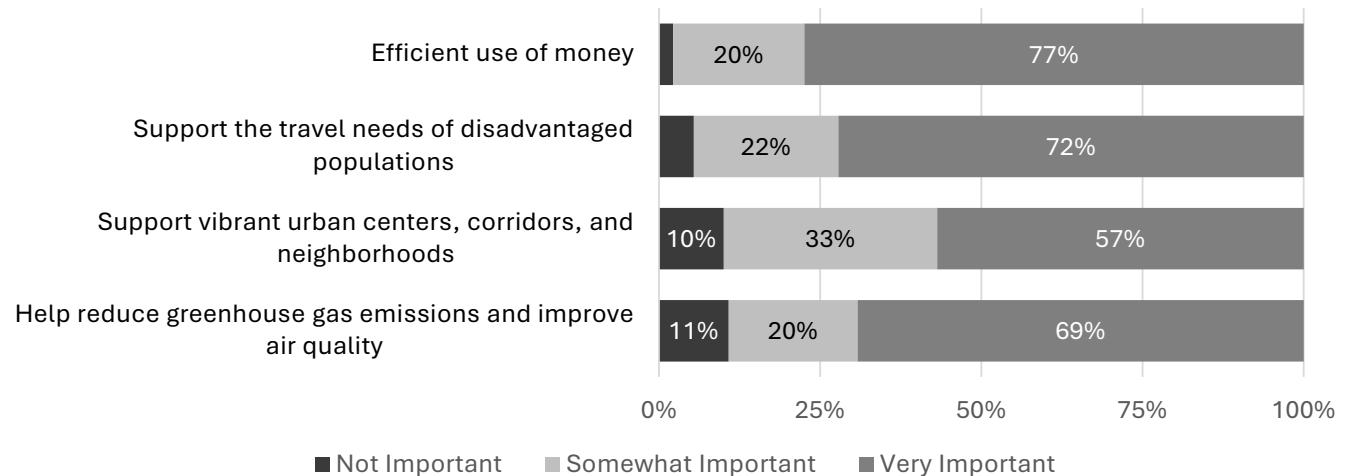
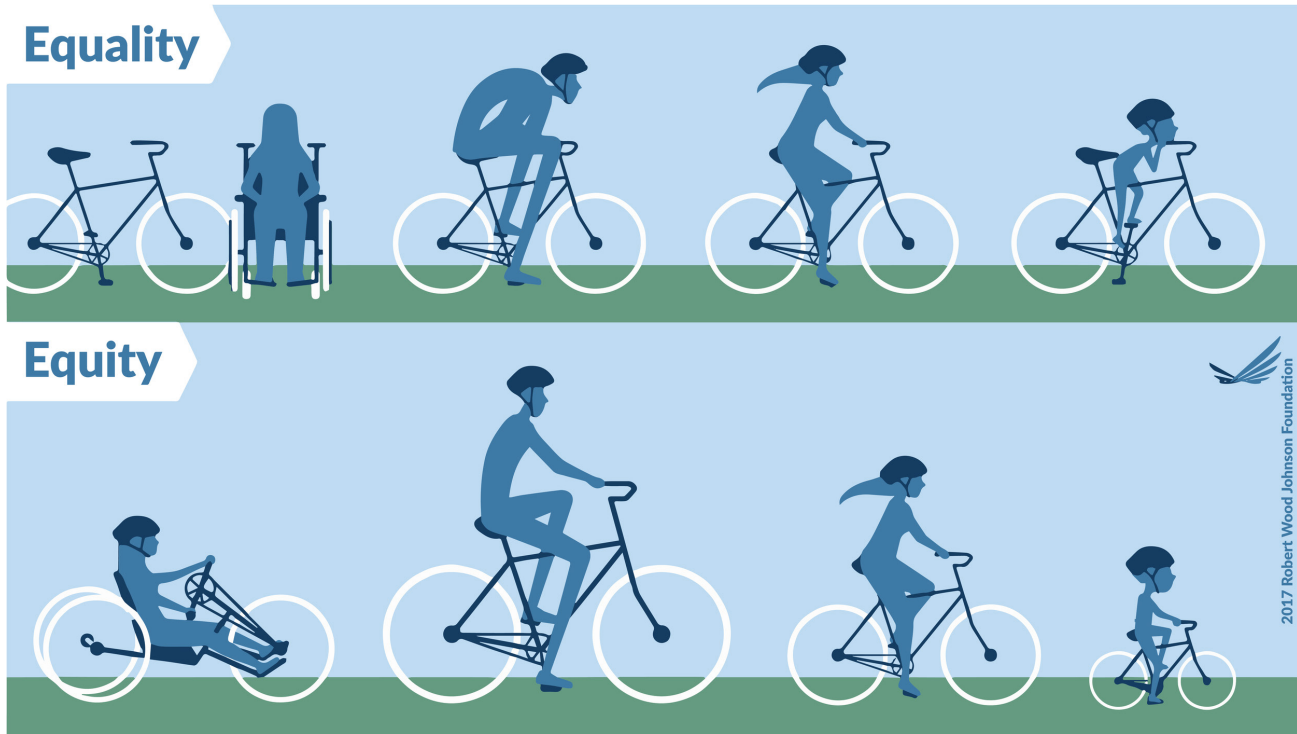


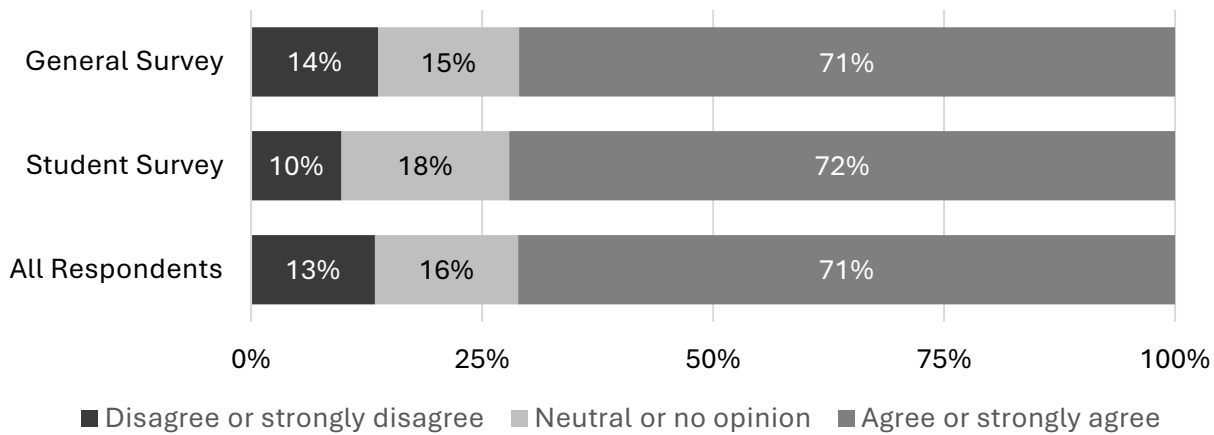
Figure D-5 shows the responses to the following question: How important to you are studies, projects and programs that achieve the following?

Figure D-6: Equality and Equity



This example was used in the Transportation Priorities Survey to illustrate the difference between equality and equity. Source: Robert Wood Johnson Foundation

Figure D-7. Agreement on Equity Goal



Equity

Everyone has their own idea of what equity means to them. Sometimes, equity can be confused with equality. As part of the transportation priorities survey, TRPC provided definitions for equality and equity:

- Equality: each individual or group of people is given the same resources or opportunities.
- Equity: recognizes that each person has different circumstances and allocates the resources and opportunities needed to reach an equal outcome.

Both general and student survey respondents were asked about how strongly they agreed or disagreed with the following equity goal:

Provide equitable transportation access and service for people of all ages, races and ethnicities, incomes, abilities, English language proficiencies, or other demographic characteristics as appropriate for the community's land use characteristics (urban, suburban, and rural).

Seven out of ten respondents agreed or strongly agreed with the equity goal (Figure D-7).

Of the 4,689 people who responded to the survey, 2,137 people (46 percent) provided additional information on why they agreed or disagreed with the equity goal. For those that agreed with the equity goal, common themes included:

- Equity and equality are interrelated.
- The importance of public transportation.
- The transportation system needs to respond to people’s different needs and circumstances.
- Everyone should have access to safe transportation.
- An equitable transportation system benefits all of society.
- Equitable access to the transportation system is fair.

For those that disagreed with the equity goal, common themes included:

- Concerns about cost of providing an “equitable” transportation system; we have limited financial resources and they should be spent doing the most good for the most people.
- We have other more important priorities that need to be addressed first.
- Equity is a catchphrase, a buzzword, a politically-motivated agenda.
- We need to focus on equality, not equity.

- People need to take responsibility for their own circumstances and society should target transportation assistance only to those that need it through no fault of their own.
- Issues with the definition TRPC used for “equity” including that the definition is wrong, misleading, or manipulative.
- Equity isn’t necessary, possible, or fair.

Outreach Materials and Presentations

One-Page Summaries. TRPC developed one-page summaries on population and demographics, transportation and climate change, transportation technology, biking and pedestrian facilities, equity, transportation funding, high-capacity transit options, public transportation, and TRPC’s legislative priorities. Information from the one-page summaries was posted on social media during the community survey as well as during the official public comment period. The information in these one-page summaries was also incorporated into Chapter 1, Introduction.

Online Open House. TRPC developed an interactive online open house for the plan during the official public comment period. The open house provided an overview of the RTP and gave community members an opportunity to comment and provide feedback.

Online Project Map. TRPC developed an interactive online map for the regional projects detailed in Chapter 2, Recommendations, and Appendix L, Regional Project List Detail.

Presentations. In addition to the briefings delivered to the TAC, TPB, and TRPC, staff delivered 15 presentations between March 2025 and June 2025 to various organizations in the Thurston region including:

- Bucoda Town Council
- Intercity Transit Authority Board
- Intercity Transit Community Advisory Committee
- Lacey City Council
- Lacey Planning Commission
- North Thurston Public Schools Board of Directors
- Rainier City Council
- Tenino City Council
- Thurston County Board of County Commissioners
- Thurston County Chamber of Commerce’s Business and Economic Development Committee
- Olympia Planning Commission
- Port of Olympia
- Tumwater City Council
- Tumwater Planning Commission
- Yelm Planning Commission

Each presentation provided a brief overview of the RTP and an invitation to participate in the public comment period if applicable.

Translation Services

TRPC’s website is Google Translate-enabled. Consistent with the agency-wide Public Participation Plan, the project team, upon request and within a reasonable timeframe, made a reasonable effort to provide translation services at presentations and for documents.

Public Comment

As part of the agency’s public participation plan, TRPC is committed to providing a public comment period (at least 14 days) for the RTP before adoption. On April 4, 2025, TRPC authorized release of the draft plan for public comment pending a recommendation from the TPB on April 9, 2025. The TPB recommended TRPC release the draft plan for public comment. The public comment period extended from Friday, April 11, 2025 through Friday, May 9, 2025.

Promotion During the Public Comment Period

Public comment on the draft RTP was sought in accordance with TRPC’s Public Participation Plan.

The draft plan was advertised for public comment in *The Olympian* on April 11, 2025, and April 25, 2025. It was also advertised on

TRPC's website, highlighted in the home page banner, and on the public notices page.

The public notice read:

NOTICE OF PUBLIC COMMENT PERIOD & SEPA THRESHOLD DETERMINATION

NOTICE IS HEREBY GIVEN that Thurston Regional Planning Council (TRPC) invites the public to comment on the draft *What Moves You: 2050 Thurston Regional Transportation Plan* (RTP) April 11, 2025, to May 9, 2025. The plan functions as a blueprint for the future of the Thurston region's transportation system.

The draft *What Moves You: 2050 Thurston Regional Transportation Plan* and the SEPA documentation is available free of charge online at www.trpc.org/rtp or by request to TRPC at 2411 Chandler Court SW, Olympia, WA 98502. Written comments on the RTP update may be submitted to TRPC by an [online comment form](#), by mail, or by email to info@trpc.org. Comments must be received no later than 4 p.m. on Friday, May 9, 2025. TRPC plans to take final action on the adoption of the Regional Transportation Plan on July 11, 2025.

If you need special accommodations to participate in this process, please call us at 360-956-7575 by 10:00 am on Tuesday, May 6, 2025 (three business days prior to the closing of public comment). 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. Regulatory Review During the Public Comment Period

TRPC requested review and guidance from:

- Federal Highway Administration (FHWA).
- Federal Transit Administration (FTA).
- Washington State Department of Transportation (WSDOT) Tribal and Regional Coordination Office.

Oral Public Comments

At its May 2, 2025 meeting, TRPC received oral comments from five people on the RTP concerning equity and the Log Cabin Road Connection project:

- Commenting on Equity
 - Talauna Reed
 - Paris McClusky
 - Amy Cooper
- Commenting on the Log Cabin Road Connection
 - Maria Ruth
 - Christiana M.

Official Public Comment and Response

The TPB considered public comments and response during their June 2025 meeting. Staff prepared a table suggesting options for response. TPB finalized responses, directed staff regarding final changes to the draft RTP, and forwarded a recommendation to TRPC for RTP adoption.

The following table summarizes comments received during the public comment period as well as TRPC's response:

Date Received	Commenter Name	Plan Area	Comment	Staff Response
4/11/2025	General Anonymous	Project C24 Rich Road Capacity Project Commuter Rail	The Rich Road Capacity Project, as proposed in this plan, seems to be a project in search of demand. As I used this roadway every day, I can not imagine, in my wildest dreams, that Thurston County would need to widen this roadway, given its level of service. It operates at free flow today, and I can not imagine it would drop to a LOS of D or F. I would be supportive of complete streets improvements, including bike lanes, sidewalks in this corridor, but I do not support widening of this roadway. Furthermore, this plan must consider extending commuter rail service into Thurston County. I	Thank you for your comment. We will share your feedback on the Rich Road Capacity Project with Thurston County. Regarding commuter rail service, the RTP provides an overview of high-capacity transportation on page 175, including a discussion of the costs associated with different types of high-capacity transportation. TRPC is also in the process of developing a high capacity policy statement to address the short-, mid-, and long-term goals the region has for high-capacity transportation; we anticipate Thurston Regional Planning Council to adopt a policy statement regarding this mid-year. For more information on high-capacity transportation in the region and the work that got us to this point, see www.trpc.org/1174/High-Capacity-Transportation .
4/13/2025	General Anonymous	Bicycling Transit	This area is spending too much on bike facilities. After 40+ years of attempts and improvements it's clear that bicycles won't be a major factor in transportation. Neither will transit, which is spending millions of dollars annually with its consumers contributing nothing. Instead of being market driven Thurston county has been control driven trying to direct residents in their transportation and housing choices. It's time to try a different approach especially with the acknowledgement of failure in meeting current goals.	Thank you for your comment.
4/13/2025	General Anonymous	Plan Goals	I think the plan has great goals and guiding principles, such as address safety, climate change, financial responsibility, and equity. However, many of the project proposed in this plan are not going to address those adequately. Thurston County needs to stop focusing on cars - there are too many vehicles on the road, driving too many miles. You say in the introduction that your goals for multi-modal transportation and you will not reduce deaths and injuries, and that is because you continue to invest in and focus on cars. The amount of money proposed for car focused - \$608	Thank you for your comment. Thurston County is home to very diverse communities with different needs, and this Plan attempts to recognize and include all of them. Smaller communities in the more rural part of the county, for example, may prioritize projects that support personal vehicle travel because of their distance from resources like health care and major retailers. Some people, regardless of where they live, may require a personal vehicle to help care for family members, more conveniently transport children to activities and appointments, or operate small businesses. At the same time, our region is also home to people who can't drive or choose not to. This is part of the reason why the majority of capacity projects include adding sidewalks, bike

Date Received	Commenter Name	Plan Area	Comment	Staff Response
			<p>million for capacity and alignment projects, not including the \$1.1 billion for highway projects - is exorbitant, and for projects that do nothing to address most of the goals of the plan. That money would be better spent on public transport, enhancing cyclist and pedestrian infrastructure, and zoning and planning so that our cities are dense and accessible. Another major item that is not considered that would help this plan is for the jurisdictions of Thurston County to remove minimum parking requirements from their codes. This would encourage multi-modal transportation, and make access to jobs, housing, and transit equitable and accessible.</p> <p>An item I take offense at, which should be removed from this plan, is the statement on page 111 - "Those with access to private planes and helicopters enjoy a convenient alternative to highway travel and increasingly time-consuming procedures at Sea-Tac International Airport". How many people have access to private planes and helicopters? This is such a privileged statement, and lacks awareness of what an average person has access to. This is not a realistic statement at all in regards to how we should address transportation in the County.</p>	<p>lanes, shared use paths, crossings, medians, and other improvements for pedestrians and bicyclists. The Plan also identifies \$164 million in public transit projects. We'll also note that projects included in this Plan are those that have been identified as "regionally significant," and therefore don't represent all the projects that are likely to occur in our region over the next 25 years.</p> <p>Regarding airport travel, revised: <i>Air travel in the Thurston region serves passenger and freight mobility. Those with access to private planes and helicopters enjoy a convenient alternative to highway travel and increasingly time-consuming procedures at Sea-Tac International Airport. Small, commercial planes offer that same convenience to business travelers. Air travel also provides expedient options for time-sensitive missions like helicopter med-evac, or for access to remote areas.</i></p>
4/16/2025	General	Anonymous	<p>We need fewer car dependent communities. Rail and housing authority dealing directly with contractors is a vital part of the solution. Intercity and Sound Transit needs to merge. A Washington State Public Bank can provide the funding</p>	<p>Thank you for your comment. We will share your feedback with Intercity Transit.</p>
4/16/2025	General	Anonymous	<p>1. You cite rising accident and fatality rates over several years. How do those correlate (if they do) with rising population and/or shifts in where employers are relative to where people live. IE - more people in Yelm was related to military arrivals. Is it still? What about the south end of the county? 2. Do you feel you have adequately accounted for the decline in State Employees in Olympia? I see a lot of empty buildings.</p>	<p>TRPC also tracks serious injury and fatality rates (rate per 100 million vehicle miles traveled), consistent with the state's Target Zero and federal requirements for safety performance measures. We don't track serious injuries and fatalities against total population or employment because using vehicle miles traveled (VMT) paints a more accurate picture. In 2019, the fatality rate was 0.83 fatalities per 100 million VMT; in 2023, the fatality rate was 1.41 fatalities per 100 million VMT - a 70% increase in five years. In 2019, the serious injury rate was 3.55 serious injuries per 100 million VMT; in 2023, the serious injury rate increased</p>

Date Received	Commenter Name	Plan Area	Comment	Staff Response	
4/16/2025	General	Anonymous	General	<p>I love this plan for more bicycle trails in Thurston County. I can't wait to see it happen!</p>	<p>to 4.70 - a 32% increase in five years. We are seeing more fatalities and serious injuries, even when we account for the miles driven on Thurston region roads. Regarding employment, TRPC tracks changes in state employment in Thurston County. Over the past five years state employment in Thurston County has increased from 26,098 to 30,344. The travel demand model used in the Regional Transportation Plan does consider state worksite consolidations and relocations since 2019 and increased rates of telework among state employees since 2019.</p> <p>Thank you for your comment.</p>
4/18/2025	General	Anonymous	Transit Active Transportation	<p>Focus needs to be on reducing vehicle miles traveled, increasing support for active transportation and transit. Supporting transit does not mean that it goes everywhere. Transit routes should be along denser developed areas. Areas surrounding transit routes need complete sidewalk systems and safe street crossing. Transit will not succeed without a safe walking environment. The trails system should be expanded. Connectivity to the trails is very important to provide access for practical and commute trips as well as recreation. New highway interchange projects are very expensive as are the surrounding local street improvements that need to happen with them. If we are going to meet our trip reduction goals we should not need road expansions. Road expansions have only proven to work for a short time before they induce even more traffic.</p>	<p>Thank you for your comment. We will share your feedback with Intercity Transit.</p>
4/21/2025	General	Anonymous	General	<p>I love our Intercity Bus system! I appreciate how it easily connects to Rural Transit, Twin Transit, and Sound Transit. Because I live within walking distance of the Olympia Transit Center I can get just about anyplace by bus. I appreciate this service immensely! I worked for the state for 30 years at a good paying job, but my rent is 45% of my income. Last year I gave up my car to give myself more money to live on, and I have not regretted it. Our very efficient & convenient bus system is a lifesaver. The only places I haven't been able to get to by bus are the parks I used to go to frequently. I would love to see bus service to Millersylvania State Park, Tolmie State Park, Mimma Mounds</p>	<p>Thank you for your comment. We will share your feedback with Intercity Transit and RuralTRANSIT.</p>

Date Received	Commenter Name	Plan Area	Comment	Staff Response
4/23/2025	Agency Tumwater	Project C29, Tumwater Boulevard Interchange	Nature Reserve, and the Billy Frank Nisqually Wildlife Refuge. Thank you for our awesome bus system! FYI, I'm looking through the Draft RTP for some information to add to our Comp Plan and noticed the project sheet for Tumwater Blvd I/C has a picture of the 93rd Ave I/C.	Correction made.
4/24/2025	General Anonymous	Project A4, Log Cabin Road Connection	Stop the extinction of Log Cabin Rd	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
4/25/2025	General Kris Norelius	Project A4, Log Cabin Road Connection	I am writing to provide my comments regarding the Log Cabin Extension Road. Please remove it from the draft Regional Transportation Plan. To extend Log Cabin road into LBA Woods would be an enormous backward step. Our community worked so hard to preserve this quiet slice of nature for future generations. Slicing it with a road would completely change the experience for all in terms of air quality, safety for all the who use this beautiful space, the serenity of the experience, the ease of accessibility by the young, families, seniors and disabled. LBA has seasonal wetlands filled with flora and fauna, it is a wonder to children and adults learning about nature, it is a pedestrian link between neighborhoods and LBA park, it is a regular running route for training and competition. LBA Woods has become our go-to walk we share with out of town guests. We are so proud of what our community decided to create. It is a gem.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.

Date Received	Commenter Name	Plan Area	Comment	Staff Response
4/25/2025	General	Anonymous Project A4, Log Cabin Road Connection Wiggins Road Morse-Merriman	<p>Further, funneling vehicle traffic into the LBA Woods is not a logical route! And it would be incredibly expensive! Please look at alternatives such as expanding Morse-Merryman. Utilizing an existing road makes so much more sense.</p> <p>Again, please remove the Log Cabin Extension Road OUT of the draft Regional Transportation Plan.</p> <p>Please remove the Log Cabin Road Extension from the draft Regional Transportation Plan. This planned road extension longer serves any development needs and creation of this road corridor would damage LBA woods which are an important part of communities use of LBA park. The road would have a negative impact on the surrounding neighborhoods property values. Please consider using these funds to improve the existing roads that already provide a route through this part of town including Morse-Merriman and Wiggins. Both of these roads need sidewalks and bike lanes for safety and convenience. This would serve the public much better than the proposed Log Cabin Road Extension.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Olympia's Wiggins Road Reconstruction (Project C6) will relocate the ditch or build an underground stormwater conveyance and add sidewalk and bike lanes or a shared use path to at least one side of the street.</p>
4/27/2025	General	Anonymous Project A4, Log Cabin Road Connection	<p>Do not ever build a road through LBA woods. This is a beloved community area that must be protected</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log</p>

Date Received	Commenter Name	Plan Area	Comment	Staff Response
4/27/2025	General Anonymous	Project A4, Log Cabin Road Connection	Please do not build a road through LBA woods - our kids love this place and it's our favorite place to let them roam the forests/fields. A road through the middle would ruin this park for our family and many others	<p>Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
4/27/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>I implore the Planning Council to remove the Log Cabin Road Extension Road from your draft Regional Transportation Plan. My husband and I have lived two blocks from LBA Park for 28 years. Our three kids have grown up in the woods surrounding the park. Our entire family has enjoyed hundreds of walks through the woods, enjoying the serenity and solitude that is almost impossible to find elsewhere in the city. We've explored every inch of the woods, well before there were marked trails, signage or benches. The LBA Woods is simply a nature treasure that is unparalleled for those seeking refuge from noise, people, pollution. Instead of destroying the pristine wooded habitat by paving a road through the middle of it, the City should be going to lengths to preserve the fragile ecosystem that is home to untold numbers of birds and other local wildlife. The LBA Woods must be saved!</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
4/28/2025	General Bob Ricks	Project A4, Log Cabin Road Connection	I am writing to express my strong opposition to the inclusion of the Log Cabin Road Extension Road in the draft Regional Transportation Plan. My wife and I walk through the woods nearly every morning, and cherish the peace and	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies</p>

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4/28/2025	General Penélope	Transportation System Efficiency	<p>beauty of this rare natural oasis in an urban area. We often hear great horned owls, red tailed hawks, and numerous song birds. Constructing this road extension through the park will destroy critical wildlife habitat, produce more traffic noise, and degrade the tranquility of this urban gem. Our community is very fortunate to have this park so close to surrounding neighborhoods. If this road extension is constructed, the damage will be permanent. I urge you to strike the Log Cabin Road Extension from the draft Plan. Thank you.</p> <p>Dear Thurston Regional Planning Council, I appreciate the opportunity to review and comment on the Draft 2050 Regional Transportation Plan. While I recognize the importance of addressing climate change, I believe that the plan should place a stronger emphasis on reducing waste and improving the efficiency of transportation infrastructure. Prioritizing Waste Reduction and Infrastructure Efficiency The plan currently highlights greenhouse gas emissions reduction and climate resilience as key priorities. However, I suggest that greater focus be placed on minimizing waste and enhancing the efficiency of existing transportation systems. This includes investing in maintenance and preservation activities that ensure infrastructure can perform dependably, thereby reducing the need for costly rebuilds. Balancing Environmental Goals with Practical Needs While environmental considerations are important, it's crucial to balance these goals with the practical needs of our communities. By concentrating on waste reduction and infrastructure efficiency, we can achieve sustainable transportation solutions that are both environmentally responsible and economically sound. Thank you for considering my feedback.</p>	<p>will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. The efficiency of our transportation system is emphasized in many of the Plan's goals. See Chapter 3, goals 5, 6, 7, 8, 9.</p>
4/29/2025	General Al Ewing	Project A4, Log Cabin Road Connection	<p>I am writing to request that the proposed road through the LBA Woods be removed from the Regional Transportation Plan and Capital Facilities Plan. The road made sense when it was first proposed to accommodate an 800-</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies</p>

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			<p>unit housing development, but the people of this community chose to take a different course and now I don't believe it makes any sense. Only a few years ago the people of this community voted to raise tax revenues to purchase the LBA Woods for a park and advocates for that purchase indicated that preserving the park was a top priority. I believe they were right then and preserving the park should still be a top priority. The proposed road would destroy the existing trail system crossing it in at least 10 different locations and destroy the peace and solitude that currently exists in the park but is so difficult to find in this urban environment.</p> <p>This community indicates that mitigating climate change is a top priority, but that stated priority is inconsistent with cutting a large swath through a mature forest which among other things serves to remove carbon from the atmosphere. Lip service will do nothing to help reverse climate change, but letting the forest continue to live and grow will help.</p> <p>It is unique to have a wonderful, developed park adjacent to a large expanse of wooded land where one can go from enjoying a baseball game or a picnic to an extended walk in the woods without being disturbed by traffic. LBA Woods is large enough to provide valuable habitat for birds and other animals. The trail network through the trees provides an escape from the noise of traffic and a solitude that is difficult to find without getting in a car and driving for miles. And as previously stated, the trees serve to reduce greenhouse gases.</p> <p>I oppose the road because I value the LBA Woods as it is. As you consider your decision I hope you will ask yourself these questions:</p> <ol style="list-style-type: none"> 1. Is the road really needed? I know it has been in the Transportation Plan for years, but things have changed dramatically since that plan was created. 2. Is building the road consistent with the community goal of reducing greenhouse gases? Obviously not! 3. Is building the road consistent with increasing public transit ridership? 	<p>will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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4/29/2025	General	Project A4, Log Cabin Road Connection	<p>4. Is building the road consistent with the goal of creating a healthy and safe community with easily accessible outdoor recreation opportunities?</p> <p>5. This State and our local community has another goal of increasing housing density and as that goal is achieved the need for places like LBA Woods where one can escape the noise, congestion, and hub bub of the city becomes increasingly important. The noise associated with a road through the woods would destroy one of its great values.</p> <p>Please get the proposed road through LBA Woods out of the Regional Transportation Plan and keep it out!</p> <p>Thank you for considering my thoughts as you make this important decision.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
4/29/2025	Larry Nottingham	Project A4, Log Cabin Road Connection	<p>I am writing to request that the proposed road through the LBA Woods be removed from the Regional Transportation Plan and Capital Facilities Plan. The road made sense when it was first proposed to accommodate an 800-unit housing development, but the people of this community chose to take a different course and now I don't believe it makes any sense.</p> <p>Only a few years ago the people of this community voted to raise tax revenues to purchase the LBA Woods for a park and advocates for that purchase indicated that preserving the park was a top priority. I believe they were right then and preserving the park should still be a top priority. The proposed road would destroy the existing trail system crossing it in at least 10 different locations and destroy the peace and solitude that currently exists in the park but is so difficult to find in this urban environment.</p> <p>This community indicates that mitigating climate change is a top priority, but that stated priority is inconsistent with cutting a large swath through a mature forest which among other things serves to remove carbon from the atmosphere. Lip service will do nothing to help reverse climate change, but letting the forest continue to live and grow will help.</p> <p>It is unique to have a wonderful, developed park adjacent to a large expanse of wooded</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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			<p>land where one can go from enjoying a baseball game or a picnic to an extended walk in the woods without being disturbed by traffic. LBA Woods is large enough to provide valuable habitat for birds and other animals. The trail network through the trees provides an escape from the noise of traffic and a solitude that is difficult to find without getting in a car and driving for miles. And as previously stated, the trees serve to reduce greenhouse gases. I oppose the road because I value the LBA Woods as it is. As you consider your decision I hope you will ask yourself these questions:</p> <ol style="list-style-type: none"> 1. Is the road really needed? I know it has been in the Transportation Plan for years, but things have changed dramatically since that plan was created. 2. Is building the road consistent with the community goal of reducing greenhouse gases? Obviously not! 3. Is building the road consistent with increasing public transit ridership? 4. Is building the road consistent with the goal of creating a healthy and safe community with easily accessible outdoor recreation opportunities? 5. This State and our local community has another goal of increasing housing density and as that goal is achieved the need for places like LBA Woods where one can escape the noise, congestion, and hub bub of the city becomes increasingly important. The noise associated with a road through the woods would destroy one of its great values. <p>Please get the proposed road through LBA Woods out of the Regional Transportation Plan and keep it out!</p> <p>Thank you for considering my thoughts as you make this important decision.</p>	
4/29/2025	General	Ernesta Ballard	Project A4, Log Cabin Road Connection	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p>

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4/29/2025	Mary Beth Ricks	Project A4, Log Cabin Road Connection	<p>There is a hard working group of volunteer trail maintenance folk. Families bring their children into the woods evidenced by little wood houses and decorated trees during the holidays. Barred and Great Horned owls, Pleated woodpeckers, numerous song birds make their home in these woods. It is an amazing asset to have such acreage within city limits where it can be easily enjoyed by so many different people.</p> <p>There are plenty of ways to get east and west by car in the area. Are we so enamored of ultimate automobile efficiency that we would destroy this park?</p> <p>This is a bad idea.</p>	<p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
4/29/2025	General	Project A4, Log Cabin Road Connection	<p>I am writing to express my strong opposition to the inclusion of the Log Cabin Road Extension Road in the draft Regional Transportation Plan. My husband and I walk through the LBA woods nearly every morning, and we deeply cherish the peace and natural beauty of this rare urban oasis. It's not just a walking path—it's a place where we hear great horned owls, red-tailed hawks, and the songs of countless birds. We watch the seasons change as native plants bloom and the leaves turn, and we often meet friends for a quiet, restorative experience close to home.</p> <p>Constructing this road extension through the park would destroy critical wildlife habitat, increase traffic noise, and permanently degrade the tranquility of this treasured green space. Our community is incredibly fortunate to have access to such a natural refuge so close to our neighborhoods. If this extension moves forward, that gift will be lost.</p> <p>I urge you to remove the Log Cabin Road Extension Road from the draft plan and protect this unique and irreplaceable part of our environment.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
4/29/2025	General	Project A4, Log Cabin Road Connection	<p>Hi, please remove the Log Cabin Road connection from the list of projects. LBA park and woods is a vital park and recreation area for the southeast Olympia community. There are few parks in this part of the community and</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies</p>

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4/29/2025	General	Project A4, Log Cabin Road Connection	<p>reducing the size of the park and woods to build a road through it is short-sighted. There are limited opportunities to build or create urban parks and green space. Leaving existing parks like LBA is good for the community that lives here. As density increases, people need access to parks and green spaces for a high quality of life. If you put a road through LBA the park and woods will be much less enjoyable. People in this area would rather have a nice park and woods to walk rather than yet another busy road going right through a park. Please listen to the people in the southeast Olympia community. Keep LBA intact, and remove the Log Cabin road connection from the project list!</p>	<p>will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
4/29/2025	Anonymous	Project A4, Log Cabin Road Connection	<p>The Log Cabin Road Extension road has been part of Thurston County's transportation planning since the 1990s. At that time, what is now known as the LBA Woods was slated to become a development of ~1000 homes. In 2016-2017, the City of Olympia purchased the 133-acre woods as part of LBA Park. Now, without the housing development, the road makes no sense. Nonetheless, it is still in Thurston County's Regional Transportation Plan 2050. It is listed as a "planned" project, A4, the "Log Cabin Connector." The estimated cost to taxpayers is \$10,250,000. This road will mean clear-cutting 5 acres of mature upland forest. It will bisect the park, interrupt trails, degrade wildlife habitat, and ruin the experience of this wooded urban park for everyone. I would again point out that, without the housing development, the Log Cabin Road Extension makes no sense. I urge the Thurston Regional Planning Council to remove the Log Cabin Road Extension Road from its draft Regional Transportation Plan.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
4/29/2025	Anonymous	Project A4, Log Cabin Road Connection	<p>Please remove the Log Cabin Connection Road through LBA Woods from the regional plan. The road would add congestion to North St traffic which is already congested at school drop off time, causing delays for students to get to school. In addition, there are already major roads that n all sides of the LBA woods and</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and</p>

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4/29/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>even a doubling of residents dies not justify a pass through road at this juncture. The he woods are relatively small but help to mitigate greenhouse gas effects and provide valuable urban recreation for residents across Olympia, Tumwater and Lacey. Remove this road plan from the regional plan!</p>	<p>southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
4/29/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>Please remove the Log Cabin Connection Road through LBA Woods from the regional plan. 1) Our wildlife has become one of our most precious resources and a road right through the center of the woods reduces habitat for birds and other animals in the context of an already shrinking natural environment. 2) The road will degrade the experience of the woods for all users bringing noise and pollution to the heart of the woods. Rushing cars are not compatible with the calm and peace that nature can bestow. 3) The road encourages "car culture" at a time when we need to be envisioning alternate mode of transportation. PLEASE, PLEASE, PLEASE remove the road from the plan. Thank you, Juliet Van Eenwyk Thurston County Resident</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
4/29/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>Stop the Log Cabin Connector Road through LBA. My family and I walk those trails 3-4 times per week. We live right next to LBA and enjoy those trails as do much of my neighborhood and the surrounding areas. Why is it even a thought to cut down and destroy all of these trees and this beautiful hiking trails. For what so money can be made, so it is more convenient for someone. Let's destroy the park and the create a bunch of noise for the surrounding houses. This seems like a great plan. Stop wasting our tax dollars on destroying our city.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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4/30/2025	General Carla Boyer	Project A4, Log Cabin Road Connection	Please reconsider your plan to extend Cain Road through LBA Park and LBA Woods. Not only will this bi-sect and ruin a beautiful park that the City of Olympia should hold sacred and dear, but it will also degrade our urban wildlife habitat and a unique urban forest. Being in real estate for 34 years here in Olympia I have had many clients have to tip toe around all the requirements placed on developing even hundreds of feet from wetlands. I would be astonished if you charge into this area and clear cut and install a road. Not only will it be an environmentally damaging course of action, it also will harm the surrounding neighborhoods who all made their home purchase considerations based on the close proximity to LBA Park. We need to cherish areas like this for our citizens and children to use and enjoy. Please do not pave over paradise! Cherish it instead!	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
4/30/2025	General Jeanne McInelly	Project A4, Log Cabin Road Connection	Please take the road into the LBA woods OFF your calendar. So many people and their dogs enjoy walking through this pristine stand of trees everyday. If climate change is a concern, why would you cut down trees, our primary source of new oxygen. It is in humane. The electorate voted not even ten years ago to preserve these woods as a park; how can you ignore the peoples' preference?	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
4/30/2025	General Ashley Davies	Project A4, Log Cabin Road Connection	Hello TRPC. Please do NOT move forward with the removal of 5 acres of LBA park for a road extension. People/plants/natural spaces are WAY MORE IMPORTANT and special than any road is, especially in an already residentially dense area. LBA is one of my favorite spaces to take my dog to get out in nature away from the hustle and bustle. Please do not add MORE hustle and bustle to this special area by	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to

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5/1/2025	General	Equity	<p>extending this road. I understand convenience and connectivity, but traffic should not take precedence over nature when so much development is already occurring all over Thurston County. PLEASE preserve this special place and don't build this road.</p>	<p>understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/1/2025	Phyllis Farrel	Equity	<p>I read with alarm the suggestion to remove "triggering" words related to equity, justice, diversity in the proposed TRPC Transportation Plan. Evidently the fear of federal retaliation in the withholding of funding is a response to the current federal administration threats. Please stay strong and reflect the principles and values of our community, utilize established laws and advocate for and protect already obligated funds.</p>	<p>Thank you for your comment. On May 2, 2025, Thurston Regional Planning Council provided direction to staff to leave the draft Regional Transportation Plan intact without revising language concerning equity and climate change.</p>
5/1/2025	Geoff Browning	Equity	<p>I want to express my opposition to scrub DEI related language from the RTP. Insuring diversity, equity and inclusion is fundamental to our communities and the success of this plan. The alternative anti-DEI initiatives are wrong on many levels. For one, they have yet to specify what qualifies as DEI, or explain why DEI language violates our principles of fairness. They are hoping we will obey in advance of them having to explain these details. Second, the alternative to DEI is the same old monopoly of racism we have been struggling with for centuries. DEI presents us with the opportunity to fulfill the promise in our founding documents that all people are created equal. Let's not abandon that.</p>	<p>Thank you for your comment. On May 2, 2025, Thurston Regional Planning Council provided direction to staff to leave the draft Regional Transportation Plan intact without revising language concerning equity and climate change.</p>
5/1/2025	Betty Hauser	Equity	<p>Please do not eliminate equity language from the Regional Transportation Plan. 1. We must not give in to fear and make changes to any statements or plans in order to mollify someone who wants to become an autocrat. By staying strong now we let people know that we will not easily give in. A bully is weak inside. 2. Without equity we have nothing. If you don't "divide the pie up equally," some people will suffer while others will benefit. We are now having to expend a lot of effort to try to right</p>	<p>Thank you for your comment. On May 2, 2025, Thurston Regional Planning Council provided direction to staff to leave the draft Regional Transportation Plan intact without revising language concerning equity and climate change.</p>

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5/1/2025	General	Project A4, Log Cabin Road Connection	<p>the wrongs of the past. We must not go backwards and allow the powerful to become more powerful at the expense of the majority of the population—any more than we already have.</p> <p>3. Caring about equity makes the whole community stronger. We can see that everyone is considered in decision-making and that, if we are in a position of need, we will not be ignored. We also have a feeling of connection with each other that is so important. That feeling is one of those things money can't buy.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p>
5/1/2025	General	Equity	<p>I write to ask the Thurston Regional Planning Council to respect the values of the community for diversity, equity, and inclusion and environmental justice by rejecting actions to modify the Regional Transportation Plan (RTP) language to be aligned with the values of recently-issued federal executive orders.</p> <p>I recognize that approving the proposed changes could preclude a cut-off or even call-back of federal transportation funds. At the same time, accepting the Transportation Policy Board recommendations to strip equity from the RTP would be out of line with local values and present congressional direction.</p> <p>I read Clay Risen's 2025 book, <i>Red Scare</i>, which covers the period in the early middle of the last century in this country illustrating the</p>	<p>Thank you for your comment.</p> <p>On May 2, 2025, Thurston Regional Planning Council provided direction to staff to leave the draft Regional Transportation Plan intact without revising language concerning equity and climate change.</p>
			<p>Please remove the Log Cabin Extension Road from the Draft Regional Transportation Plan. The Log Cabin Extension Road is an obsolete remnant of previous plans to develop roughly 1,000 houses in this area. The area is now Olympia's LBA Woods Park, with hiking and biking paths, and is completely inappropriate for a road.</p>	<p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/1/2025	General	Anonymous	Project A4, Log Cabin Road Connection harm that comes when communities capitulate fail to stand up to federal power gone amuck. I urge you to recall, if you were alive at the time, the harm from conforming due to federal pressure to actions inconsistent with our values.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/1/2025	General	Project A4, Log Cabin Road Connection	I'm writing to strongly oppose the proposed Log Cabin Road Connection - Project A4 that would cut through LBA Park. My family moved to the area in large part because of its proximity to LBA. I walk in the park nearly every day — it's my place to reset and find peace in an otherwise busy and demanding life. I also bring my young daughter there to safely explore the woods, to listen to birdsong, and to experience nature without the constant hum of traffic. It's one of the few places in the city where we can truly be immersed in nature, and that experience is something I deeply value — and want preserved for future generations. LBA is not just a park; it's a hub for community, connection, and well-being. It is a rare, intact urban forest that supports both people and wildlife. Carving a major road through it will fragment habitat, increase animal deaths, and permanently degrade the experience for every person who relies on the park as a sanctuary. It also appears that the planning assumptions used to justify this project are outdated. Traffic estimates for the Log Cabin Extension were based on the assumption that ~1,000 homes would be built on the parcels surrounding the park — development that is no longer moving forward. Without that added population, do we really still need a major collector boulevard cutting through one of our most treasured green spaces? Furthermore, the corridor's original intent — outlined decades ago — was to serve as a high-capacity east-west route connecting Lacey's roadways to North Street in Olympia/Tumwater. But North Street cannot be widened due to agreements between the cities, so adding more traffic there will only increase congestion, not alleviate it. As I-5 continues to slow over time, navigation apps like Waze will likely redirect interstate drivers onto North Street and through LBA Woods, turning a quiet community space into a traffic cut-through.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.

Date Received	Commenter Name	Plan Area	Comment	Staff Response
5/1/2025	General	Project A4, Log Cabin Road Connection	<p>This is not just poor planning — it's a betrayal of the values our community holds dear. Parks like LBA are not something we can get back once they're gone. They are not placeholders for future roads — they are essential infrastructure for community health, environmental resilience, and quality of life. You are stewards of this green space, and that responsibility matters. Please do the right thing. Keep LBA wild. Keep it safe. Keep it green — for us now, and for all who will come after.</p> <p>Please don't diminish LBA park! It is a vibrant part of our community, and one of the only local places for a nature walk. Please keep LBA park beautiful and untouched.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/1/2025	General	Project A4, Log Cabin Road Connection	<p>I strongly oppose building a road through LBA park and woods to connect Wiggins and Boulevard. These woods are an important recreation area for residents and habitat for wildlife. Morse-Merryman and Yelm Highway already connect these roads. This is a short sighted project that does not conserve limited green space in the city. Our neighborhoods in Olympia are wonderful because of green spaces, not because of additional paved roads. Do not eliminate recreational space and habitat in exchange for an additional road. This will not improve SE Olympia.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/1/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>Please reconsider the Log Cabin Road Connection. We do not need additional road through natural area. There will be no benefit of traffic headed to Wiggins faster. Instead, prioritize improving safety of Wiggins and Morse Merryman Roads. I want to lend support to the E Street Connection. It would alleviate traffic from NEEDING to use Custer Way and Boston Street Bridge to get to I-5 and Hwy 101. It will also support redevelopment of old brewery grounds with much better access! Prioritize E Street before the reconstruction of the Custer Way Roundabouts!! E Street needs to be in place before roundabout construction disruptions!</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/1/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>I'm very concerned about the Log Cabin extension to connect Wiggins and Boulevard, through LBA woods. There are already many ways to get to Lacey quickly, without displacing wildlife and affecting one of the larger parks in the area. LBA Woods, and the hiking trails throughout, provide recreation for much of Olympia. It's one of the few places I can go and not hear constant traffic. Boulevard and Yelm Highway already exist, and can shoulder a lot of traffic growth, so why bulldoze our beautiful forest?</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/1/2025	General Jenna Meyer	Project A4, Log Cabin Road Connection	<p>Good morning, My name is Jenna Meyer and a property owner in the Wilderness neighborhood. I am against the "Project A4 RS Log Cabin Road Connection." LBA Woods is just that. Woods—a home to many species of animals, insects, and native plants and trees. This thriving acreage provides a safe space for these animals as our beautiful city expands. LBA woods also has incredible trail heads — have you been in there? It is incredible to see the pure magic that these trails encompass. I love taking my small children in there to</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional</p>

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5/1/2025	General	Project A4, Log Cabin Road Connection	<p>I would like to comment specifically about the Log Cabin Road Connection--Project A4 in the 2050 Regional Transportation Plan. I know that Thurston County was originally planning to build around 1,000 homes in the 133-acre parcel connected to LBA Park, but because plans for this development were scrapped thanks to a dedicated team of homeowners in the area, the road which would have run through the Woods no longer makes sense. And it would cost taxpayers an estimated \$10,250,000. This seems like an awful lot of money to spend just so drivers don't have to use Boulevard and Morse-Merryman to get to Wiggins. I live on Amhurst Street at the entrance of LBA Park's lower parking lot. My family and I constantly use the park and surrounding woods to walk our dog, run, hike, and enjoy the beautiful wildlife and scenery. Not only would this road destroy LBA Woods, but the park would suffer from increased traffic and noise. It would be a waste of taxpayer dollars and a tremendous shame to lose the Woods just to provide drivers a slightly more convenient path into Lacey. I urge you to remove the proposed Log Cabin Road Connection from the draft transportation plan.</p>	<p>significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/1/2025	Anonymous	Project A4, Log Cabin Road Connection	<p>I would like to comment specifically about the Log Cabin Road Connection--Project A4 in the 2050 Regional Transportation Plan. I know that Thurston County was originally planning to build around 1,000 homes in the 133-acre parcel connected to LBA Park, but because plans for this development were scrapped thanks to a dedicated team of homeowners in the area, the road which would have run through the Woods no longer makes sense. And it would cost taxpayers an estimated \$10,250,000. This seems like an awful lot of money to spend just so drivers don't have to use Boulevard and Morse-Merryman to get to Wiggins. I live on Amhurst Street at the entrance of LBA Park's lower parking lot. My family and I constantly use the park and surrounding woods to walk our dog, run, hike, and enjoy the beautiful wildlife and scenery. Not only would this road destroy LBA Woods, but the park would suffer from increased traffic and noise. It would be a waste of taxpayer dollars and a tremendous shame to lose the Woods just to provide drivers a slightly more convenient path into Lacey. I urge you to remove the proposed Log Cabin Road Connection from the draft transportation plan.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/1/2025	General	Project A4, Log Cabin Road Connection	<p>Retaining the plan to build a road through the LBA Woods is a bad idea. Adding a new road through the park is counter to our community desire to reduce traffic, and protect wildlife. The proposed road splits wildlife populations into each side of the road because they refuse to cross the road or are killed by vehicles.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p>

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			<p>Separating wildlife populations reduces genetic diversity which reduces the ability to cope with climate change and the competition from invasive species. The effect of a road is not limited to the strict boundaries of the pavement. There is noise, tailpipe fumes, headlights in the dark, not to mention collisions with animals and birds attempting to cross the road. As a bicyclist I see the effects of vehicles on wildlife: dead squirrels, snakes, raccoons, deer, songbirds, hawks, owls, flickers, frogs, lizards, and others. The LBA Woods is an oasis for wildlife in the middle of an ever-growing human population which is likely to build new housing with fewer amenities favoring wildlife. Over the last few years visitors to the Woods have tallied over 70 species of birds. Some of these are migratory birds which winter in central and south America and nest here. Others winter here and migrate to Canada or the mountains to nest. A third group are here year-round. These lifestyles all come with their own set of obstacles. Reducing risk at the LBA Woods is one way we can control habitat quality for our bird population. There is no reason to build a road through the LBA woods. There are other alternatives that avoid impacting our living environment.</p>	<p>southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/1/2025	General	Project A4, Log Cabin Road Connection	<p>We are strongly opposed to building a connecting road through LBA park (extending Log Cabin Road). Such a road will destroy one of the jewels of the region's parks system. The LBA woods provide much needed greenspace for SE Olympia and Lacey residents, greatly improving the livability of the surrounding neighborhoods. The park is much beloved, and heavily used by walkers, joggers, dog-owners, families, and wildlife. Thurston County residents come from all over to visit LBA park - there is no other park like it in the area. Please preserve LBA park, and the beauty and livability of our neighborhoods. Thank you.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/1/2025	Other Thurston Climate Action Team	Equity	<p>Thurston Climate Action Team agrees with the attached statement from the local League of Women Voters. We strongly oppose changes to the Regional Transportation Plan that are being proposed to eliminate references to equity and other words or phrases that the current administration finds objectionable. We believe the risks to our community and our democratic institutions from self-censorship in compliance with recent Executive Orders are far greater than this risks of refusing to comply and keeping the current language in the RTP. The League of Women Voters of Thurston County is providing comments related to the current Draft Update to the Regional Transportation Plan as presented by the Transportation Policy Board. The League is a nonprofit, nonpartisan civic organization that encourages informed and active participation in government, works to increase understanding of major public policy issues, and influences public policy through education and advocacy. As an organization, we respect and value the work of our elected representatives who are asked to make difficult decisions on behalf of our local communities. We are particularly proud of our Thurston County jurisdictions who have repeatedly demonstrated the ability to work collaboratively through the framework of the Thurston Regional Planning Council (TRPC) and through several other inter-jurisdictional organizations.</p> <p>We are dismayed and saddened by the April 24 announcement of USDOT Secretary, Sean Duffy, threatening the withdrawal of federal monies spent on activities that can be viewed as furthering equity, supporting immigrant communities, or out of sync with the federal administration's current ideological priorities. The announcement threatened future funding flows, as well as the "recovery" of funds that have already been obligated.</p> <p>In light of this threat, we at the League can understand the intent of April 9 recommendation of your Transportation Policy Board—recommendations to "scrub" terminology in the Thurston Regional</p>	<p>Thank you for your comment. On May 2, 2025, Thurston Regional Planning Council provided direction to staff to leave the draft Regional Transportation Plan intact without revising language concerning equity and climate change.</p>

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5/1/2025	General	Equity	<p>Transportation Plan which may contain or infer diversity, equity, and inclusion, climate justice, multi-modal priorities, and other potentially triggering words that could disrupt USDOT's distribution of funds to the Thurston region. These threats are real and may endanger the lives and prosperity of Thurston County residents.</p> <p>However, we suggest that the Secretary's words appear to run counter to established laws which explicitly bar the federal government from violating the civil rights of disadvantaged groups and which call upon DOT to put underserved communities first (the Bipartisan Infrastructure Law in 2021 and the Inflation Reduction Act in 2022, for example). These threats from USDOT also counter the efforts of local governments and organizations that are actively working to create a more equitable and just community for all residents.</p> <p>We at the League request that the Planning Council proudly respect the culture of the Thurston Region and maintain the principles identified in the earlier version of the plan. We ask that you avoid acquiescence to heavy-handed demands that are not supported by established procedures or congressional direction. It would be a sad day if our rightful financial support from the federal government were to be interrupted or diverted due to executive over-reach; however, it would be even worse for our locally elected leaders to abdicate responsibility to their constituents and pursue money over principles. We stand with you on those principles in the face of unfounded ultimatums. Please reject the April 9 recommendation of the Transportation Policy Board.</p>	<p>Thank you for your comment.</p> <p>On May 2, 2025, Thurston Regional Planning Council provided direction to staff to leave the draft Regional Transportation Plan intact without revising language concerning equity and climate change.</p>

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			<p>current Draft Update to the Regional Transportation Plan as presented by the Transportation Policy Board. The League is a nonprofit, nonpartisan civic organization that encourages informed and active participation in government, works to increase understanding of major public policy issues, and influences public policy through education and advocacy. As an organization, we respect and value the work of our elected representatives who are asked to make difficult decisions on behalf of our local communities. We are particularly proud of our Thurston County jurisdictions who have repeatedly demonstrated the ability to work collaboratively through the framework of the Thurston Regional Planning Council (TRPC) and through several other inter-jurisdictional organizations.</p> <p>We are dismayed and saddened by the April 24 announcement of USDOT Secretary, Sean Duffy, threatening the withdrawal of federal monies spent on activities that can be viewed as furthering equity, supporting immigrant communities, or out of sync with the federal administration's current ideological priorities. The announcement threatened future funding flows, as well as the "recovery" of funds that have already been obligated.</p> <p>In light of this threat, we at the League can understand the intent of April 9 recommendation of your Transportation Policy Board—recommendations to "scrub" terminology in the Thurston Regional Transportation Plan which may contain or infer diversity, equity, and inclusion, climate justice, multi-modal priorities, and other potentially triggering words that could disrupt USDOT's distribution of funds to the Thurston region. These threats are real and may endanger the lives and prosperity of Thurston County residents.</p> <p>However, we suggest that the Secretary's words appear to run counter to established laws which explicitly bar the federal government from violating the civil rights of disadvantaged groups and which call upon DOT to put underserved communities first (the Bipartisan</p>	

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			<p>Infrastructure Law in 2021 and the Inflation Reduction Act in 2022, for example). These threats from USDOT also counter the efforts of local governments and organizations that are actively working to create a more equitable and just community for all residents.</p> <p>We at the League request that the Planning Council proudly respect the culture of the Thurston Region and maintain the principles identified in the earlier version of the plan. We ask that you avoid acquiescence to heavy-handed demands that are not supported by established procedures or congressional direction. It would be a sad day if our rightful financial support from the federal government were to be interrupted or diverted due to executive over-reach; however, it would be even worse for our locally elected leaders to abdicate responsibility to their constituents and pursue money over principles. We stand with you on those principles in the face of unfounded ultimatums. Please reject the April 9 recommendation of the Transportation Policy Board.</p>	
5/1/2025	General Randall Tompkins	Equity	<p>Thank you for your service and for working hard to make Thurston County the great place it is for residents.</p> <p>I want to encourage you to vote your conscience as you consider the very tough decision to remove DEI language in the plan. If the language was included only because it was momentarily in-fashion, then removing it is inconsequential.</p> <p>However, if inclusion, equity, and diversity of all residents is of value to you, please do not abandon these principles for the sake of funding. Hold the line and demonstrate that Thurston won't be swayed from principle to satisfy the whims of a would-be dictator.</p> <p>There is no wrong time to do the right thing. The community will stand by you!</p>	<p>Thank you for your comment.</p> <p>On May 2, 2025, Thurston Regional Planning Council provided direction to staff to leave the draft Regional Transportation Plan intact without revising language concerning equity and climate change.</p>
5/1/2025	General Lauren Tamboer	Equity	<p>I'm writing today with public comment for the May 2 planning council meeting. I respect and value the work of our elected representatives who are asked to make difficult decisions on behalf of our local communities.</p>	<p>Thank you for your comment.</p> <p>On May 2, 2025, Thurston Regional Planning Council provided direction to staff to leave the draft Regional Transportation Plan intact without revising language concerning equity and climate change.</p>

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			<p>I understand there is a recommendation from the Transportation Policy Board to “scrub” terminology in the Thurston Regional Transportation Plan which may contain or infer diversity, equity, and inclusion, climate justice, multi-modal priorities, and other words that could disrupt USDOT’s distribution of funds to the Thurston region.</p> <p>I strongly oppose changes to the Regional Transportation Plan to eliminate references to equity and other words or phrases that the current administration finds objectionable. Using a race- and class-based lens to plan and conduct transportation planning is a science-based approach. The risks to our community and our democratic institutions from self-censorship in compliance with recent Executive Orders are far greater than the risks of refusing to comply and keeping the current language in the RTP.</p> <p>Please respect the culture of the Thurston Region and maintain the principles identified in the earlier version of the plan. Please do not fold under heavy-handed demands that are not supported by established procedures or congressional direction. I respectfully ask that you reject the April 9 recommendation of the Transportation Policy Board.</p> <p>Thank you for your time and consideration of this comment.</p>	
5/1/2025	General Thurston Climate Mitigation Collaborative Executive Committee	Equity, Climate Change	<p>We, the Executive Committee of the Thurston Climate Mitigation Collaborative, strongly urge the Thurston Regional Planning Council members to reject the Transportation Policy Board’s recommendation to scrub the draft Regional Transportation Plan 5-Year Update of all references to diversity, equity, inclusion, climate change, and other terms that might be viewed as non-compliant with recent federal executive orders.</p> <p>While we appreciate the TPB’s desire to give Thurston County every chance to receive federal transportation grants, we believe the recommendation to scrub the plan is problematic.</p> <p>No matter what language is included or excluded from our transportation plan,</p>	<p>Thank you for your comment.</p> <p>On May 2, 2025, Thurston Regional Planning Council provided direction to staff to leave the draft Regional Transportation Plan intact without revising language concerning equity and climate change.</p>

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			<p>Washington will find it challenging to win federal dollars because we are a blue state, a sanctuary state, and have a governor who has previously challenged the President in a series of nearly 100 lawsuits in order to protect the rights and freedoms of Washington residents. If we changed the language in our regional plan document, there's no guarantee that it would increase our chances of getting funding. We would be compromising on our deeply held values with no clarity on what to realistically expect in exchange. In compromising, we would be sending a signal that we are ready to comply in advance with legally and constitutionally questionable federal policy direction.</p> <p>The new federal orders prohibiting references to diversity, equity, inclusion and belonging, and to climate change, represent a significant executive overreach that will not hold up in court. We must remember that an executive order is not a law.</p> <p>This is a 25-year plan. A lot of thought and effort went into how to make the plan fair and equitable. There's a very real danger that removing the language of our values from the plan could result in eroding commitment to equity and climate mitigation in the future. It could also jeopardize our access to state level funding predicated on our clear commitment to reducing historical disparities and harm to all members of our communities.</p> <p>We are not prepared to retreat from our principles and efforts to reduce disparities and protect climate resilience. Therefore, we implore Regional Planning Council members to be courageous and stay the course with the draft transportation plan as written.</p>	
5/1/2025	General	Equity	<p>I want to send my objection to the proposed changes to the Regional Transportation Plan to remove references to diversity, equity, and inclusion (DEI); environmental justice (EJ), and perhaps other language that may be objectionable to the new federal administration. The proposal is certainly understandable but it is based on an incorrect understanding of how the Trump</p>	<p>Thank you for your comment. On May 2, 2025, Thurston Regional Planning Council provided direction to staff to leave the draft Regional Transportation Plan intact without revising language concerning equity and climate change.</p>

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5/1/2025	Carolyn Byerly	Equity	<p>Administration is currently conducting itself. In my research, the problems that local governments are facing are related not to language in transportation policies but rather to more easily spotted DEI language. The Trump Administration does not have the resources to review Thurston County's transportation plan to see if it mentions DEI. But the administration does have the capacity to find DEI language in grant proposals involving specific projects.</p> <p>Federal policy changes have led to the suspension or cancellation of several projects that included DEI or EJ components:</p> <ul style="list-style-type: none"> In Dayton, Ohio, a \$2 million grant for the "Revive35" project, aimed at addressing the negative impacts of U.S. Route 35 on local neighborhoods, was suspended pending a federal review targeting initiatives labeled as "woke". In Houston, Texas, a tree-planting program designed to mitigate urban heat in underserved communities lost its \$1.55 million federal grant due to the administration's rollback of DEI programs. <p>It is not necessary at this juncture to dig deep into the county's policy documents and self-censor. Rather, the focus should be on scrubbing such language from grant proposals and projects only.</p>	<p>Thank you for your comment. On May 2, 2025, Thurston Regional Planning Council provided direction to staff to leave the draft Regional Transportation Plan intact without revising language concerning equity and climate change.</p>

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5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>policies. Please do not allow this to happen. Again, I urge you to speak for all of us in your leadership roles.</p> <p>The Log Cabin Road connection is absolutely unnecessary. Total waste of money and not needed! This would ruin LBA Park.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>Regarding project A4 RS - Log Cabin Road Connection (Appendix J, pg. 396): PLEASE O PLEASE O PLEASE do not proceed with this project. LBA park and the adjacent woods are a gem. The region has so few spaces with mature forests and trails. The combination of a city park immediately next door where kids can play and roam is priceless. Traffic will continue to be an issue regardless. Don't sacrifice this resource to provide more congestion reduction. It isn't worth it.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General Dennis Larsen & Patricia Ziobron	Project A4, Log Cabin Road Connection	<p>Please remove LBA Woods from your 5-year transportation plan. This park is special and the proposed road through the middle of the park will totally destroy what my wife and I view as one of Olympia's special places. We are birders and LBA Woods is a crucial habitat for birds in an otherwise paved urban environment. A walk through these woods in May will reward the walker and the birder with</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to</p>

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5/2/2025	General Jesse Aaron	Project A4, Log Cabin Road Connection	<p>multiple song serenades as birds arrive in spring migration. The woods are now full of warblers, sparrows, tanagers and many other species all preparing to raise a new generation. Two beautiful warblers that arrive at this time of the year are the Black-throated Gray and Wilson's warblers. (Look them up.) A road through this woods would degrade the habitat that birds need to subsist, likely to the point of totally destroying their ability to survive here. This would be a tragedy and a great loss for Olympia's quality of life. Please remove this proposed road from your 5-year plan.</p> <p>[STAFF NOTE: Obscenities have been symbolized (e.g., @\$%)]</p> <p>Are you out of your @\$%*@\$ \$ minds???</p> <p>Nobody wants this. LBA is what makes are area so special, and now you @\$%*@\$ are going to @\$% it up for everyone!</p> <p>We will fight this tooth and nail!</p> <p>And if you ignore us and build it against our will, we will fight to destroy the road - even after you build it.</p> <p>Build this shortcut, and it will be the biggest mistake you make.</p>	<p>understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General Paul Bakke	Project A4, Log Cabin Road Connection	<p>I am writing to urge the Thurston Regional Planning Council to remove the Log Cabin Extension Road (Project A4) from the Draft 2050 Regional Transportation Plan.</p> <p>This road would serve little purpose, as it would closely parallel the existing Morse- Merryman Road. Meanwhile, it would destroy a large corridor through our beloved LBA Woods Park. I visit this park almost every day, and cherish the trails, the mature forest, the birds and other wildlife that live there. The Olympia community fought long and hard to protect LBA Woods from destruction. It would be thoughtless to allow a road to destroy the Park experience for so many people now, and in years to come. Say NO to the Log Cabin Road Connection!</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/2/2025	General	Project A4, Log Cabin Road Connection	<p>Please remove this ill-advised project from the Draft RTP.</p> <p>This is Maria Ruth. I live in Olympia and spoke today (Friday May 2) on the proposed Log Cabin Road Extension during the public comment period of the Thurston Regional Planning Council meeting.</p> <p>I am writing to you in your capacity as a member of the TRPC to invite you to join me for a walk in the LBA Woods—the forested portion of the City of Olympia’s LBA Park & Woods—before you vote on the draft What Moves You 2050 transportation plan in July.</p> <p>I’m offering a pleasant, one-hour stroll through the LBA Woods on gentle (flat) terrain to all TRPC members so that you have a personal experience of the forest and the potential impacts of the proposed road.</p> <p>Please respond to this email to let me know if you can make time in your schedule for a walk. The park is open down to dusk and I can arrange my schedule to suit yours—before work, during lunch hour, after work. Here are some possibilities for May. I will propose additional dates in June.</p> <p>Monday May 5 (anytime) Tuesday May 6 (anytime) Wednesday May 7 (before 9 a.m.) Thursday May 8 (after 10 a.m.) Friday May 9 (anytime) Tuesday May 20 (anytime) Wednesday May 21 (midday) Saturday May 24 (morning and midday) Sunday May 25-Friday May 30 (anytime)</p> <p>Of course, you can walk the LBA Woods yourself. Trail maps and signage have been installed throughout the park and a map can be downloaded from the Olympia Parks Department here . The alignment of potential Log Cabin Road extension is not marked or obvious in any way, hence I am offering a guided walk.</p> <p>Thank you for considering my invitation.</p>	<p>included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General	Project A4, Log Cabin Road Connection	<p>This is Maria Ruth. I live in Olympia and spoke today (Friday May 2) on the proposed Log Cabin Road Extension during the public</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the</p>

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5/2/2025	General	Ryan Siu	<p>comment period of the Thurston Regional Planning Council meeting.</p> <p>I am writing to you in your capacity as a member of the TRPC to invite you to join me for a walk in the LBA Woods—the forested portion of the City of Olympia’s LBA Park & Woods—before you vote on the draft What Moves You 2050 transportation plan in July. I’m offering a pleasant, one-hour stroll through the LBA Woods on gentle (flat) terrain to all TRPC members so that you have a personal experience of the forest and the potential impacts of the proposed road.</p> <p>Please respond to this email to let me know if you can make time in your schedule for a walk. The park is open dawn to dusk and I can arrange my schedule to suit yours—before work, during lunch hour, after work. Here are some possibilities for May. I will propose additional dates in June.</p> <p>Monday May 5 (anytime) Tuesday May 6 (anytime) Wednesday May 7 (before 9 a.m.) Thursday May 8 (after 10 a.m.) Friday May 9 (anytime) Tuesday May 20 (anytime) Wednesday May 21 (midday) Saturday May 24 (morning and midday) Sunday May 25-Friday May 30 (anytime)</p> <p>Of course, you can walk the LBA Woods yourself. Trail maps and signage have been installed throughout the park and a map can be downloaded from the Olympia Parks Department here . The alignment of potential Log Cabin Road extension is not marked or obvious in any way, hence I am offering a guided walk.</p> <p>Thank you for considering my invitation.</p>	<p>plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General	Ryan Siu	<p>Equity Climate Change</p> <p>I read about the decision facing the TRPC regarding equity language in the Regional Transportation Plan yesterday and unfortunately missed the public comment deadline. I did want to go ahead and express my opinion on this matter because I feel very strongly that it’s important for our plans to name and address disparate access to transportation and the reality of climate change.</p>	Thank you for your comment

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			<p>I firmly believe that not including language defining an intentional effort to address inequities for those impacted by historical and current discrimination causes harm to those communities. Removing language regarding the need to address climate change also leaves our community more vulnerable and unprepared to meet the future. Standing for our values means including them in our plans. In my opinion, willingly complying with executive orders that are not settled law is a short-sighted and harmful action.</p> <p>I appreciate your thoughtful consideration of this delicate issue and trust that you want the best for our community. I hope the discussion goes well tomorrow! Please let me know if you have any questions. Thanks!</p>	
5/2/2025	General	Project A4, Log Cabin Road Connection	<p>I strongly oppose the proposed Log Cabin Road connection that goes through the LBA Woods. This is an important recreation area for people to walk, run, ride bikes, and play. This road would have major impacts on users of the woods and would almost certainly lead to people being hit by cars and injured or killed while they are recreating. Cars can drive around the woods, they shouldn't go through them. Maybe this road would have made sense if we'd done the housing development, but now with LBA being prioritized for recreation and nature, the proposed road is a massive problem and should no longer be considered.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General	Project A4, Log Cabin Road Connection	<p>Adding a roadway through LBA park would be devastating for both the community and the wildlife that live there. There's so many other options that could be done than bulldozing a beautiful park that brings happiness, peace and a place to exercise and connect to nature. This is a huge detriment to the local neighborhoods and the community alike. Many people use this park every day. This is a sure fire way to cause an upheaval that's not necessary. I do not agree with this decision or plan.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional</p>

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5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>There is a planned connector road that would cut straight through LBA in the city's proposed 2050 Regional Transportation Plan for the Thurston Region. The idea of adding a major collector boulevard through this beloved green space is devastating — for the community, for the wildlife, and for future generations.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>I strongly oppose cutting through LBA Park. It's one of the largest, quietest in the region and one my family and I very much enjoy. Please do not destroy the integrity of this great park!</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>I'm resident of Olympia who uses the trails in the LBA Park where the new Log Cabin Connector Road is planned to run. I moved here six months ago, and instantly fell in love with the trail network that runs through LBA. Please don't take out community forest trails for a 1 mile stretch of road! Trails are an</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and</p>

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5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>important part of our community, and there's no excuse to send a road straight through the heart of a beloved local park.</p> <p>Please leave the woods and trails of LBA park the way it is. It is such a hidden gem of Olympia. There are already so many roads going around it, but when you're in the middle of the forest, the bustle of the city completely melts away. It's a way to get outdoors and be in nature right after work. The alternative options are at least 30 minutes away! It is the local park to many families in the area. LBA isn't just wonderful for the sporting areas. It's a lovely short hike and a great slice of what Washington state has to offer.</p>	<p>southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>Regarding the Wiggins tie in through LBA: this park is critical to remain intact. The green spaces in the area are more important than another road. There are multiple roads which connect the boulevard and Wiggins locations. This is an area that is heavily used by local home owners and people from the general area. It's habitat for animals and once destroyed by a road is gone forever. We need to maintain LBA. Please no road.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General Anonymous	Alternatives to Driving	<p>We have enough roads and not enough green space. If we want to get rid of traffic the</p>	<p>Thank you for your comment</p>

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5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>solution is not to build more roads, but offer alternatives to driving.</p> <p>I think everything looks good except for the basic demolition of LBA Park.. adding that road plus all of the commercial that goes along that road would basically make LBA Park a quarter of its size. This is a very special Park to many Olympians as it's a very dense wooded area with multiple trails that is quite large.. It would be an absolute tragedy if this Olympia standard was completely gutted.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>im writing in to express that i think it is a bad idea to build a road through LBA park. as a lifelong olympian i understand how important that park and green space are to the neighborhoods that surround it, and the plethora of wildlife that call that area home. putting a road through this fragile ecosystem would disconnect and destroy the protected and safe forest to all of those that enjoy those woods. this area does not need a new road, it needs to be protected.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>Leave LBA park alone. People can drive around on Morse merrimott or yelm hwy. There is no reason to put a road through the park.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the</p>

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5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	I do not think a connector road running through LBA Woods is necessary. The minor improvement to traffic is not worth the disruption to the trails and wildlife. Improve Morse Merryman instead.	<p>Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General Anonymous	General	it would be detrimental to the community to go forward as planned	<p>Thank you for your comment</p>
5/2/2025	General Anonymous	General	Please save our beautiful green spaces! This isn't the best way!	<p>Thank you for your comment</p>
5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	I am against the road through LBA. It's a community resource as so many green spaces are disappearing. Not to mention property values and road impact. The connecting roads can't handle more traffic. Fix Fones once and for all.	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	Putting a road through the LBA woods is such a careless plan. So many surrounding neighborhoods use that trail system for their families and pets. NO ROAD THROUGH LBA WOODS.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	The proposed plan appears to include a massive change in LBA Park and, if so, this is unacceptable. LBA park is one of so few options for those of us looking to have a break from car-centered life. It appears local govt is doing whatever it can to squeeze any natural spaces out of public use in the name of convenience and development and it is unconscionable.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection Greenhouse Gas Emissions Reduction Transit Active Transportation Environmental Justice	Overall feedback: I do not support the plan as written because it does not advance the values of the community. Recommendation: Remove Log Cabin Road project, reinvest in walkability. Justification: I was on the planning commission for the City of Olympia from 2017-2022, during that time I would say that the most consistent issue that I heard community members testify about, not always the biggest, but most pervasive and long-standing was the opposition to the Log Cabin road connection through LBA park. I am pro	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional

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			<p>roadway connection and even more pro gridded street, but this connection is not necessary, and by overwhelming majority the people that are served by the regional transportation system do not want it. Reclaim that part of the budget and use it to advance the walkability visions in the various city and county comprehensive plans.</p> <p>Recommendation: Clear description of cost/benefit valuations of projects. Include Social cost of carbon and air quality benefits.</p> <p>Justification: I scanned over 300 pages of the document and did not find a description of the cost/benefit methodology. There is a lack of transparency here if I can't figure out what was valued in the process - even in a deep dive. Social cost of carbon, for example, should be included as a cost so that we can be better stewards of the region and world for ourselves and our children. Air emissions reductions should be considered a benefit - EPA's BenMAP program was designed to help value air quality benefits in dollars. Many of the often unmeasured costs and benefits detract from the value of roadway investments that support our car dominant status quo transit system.</p> <p>Recommendation: Maintain Justice40 approach regardless of federal changes. I expect if EO 14008 creating the Justice40 Initiative has not been repealed by now it will be during the life of the plan. I support the plan continuing to prioritize clearly defining and transparently meeting this goal regardless of federal requirement. Recommendation: Additional Transportation Transparency</p> <p>Recommendation: Spend significantly more money on transit, walking, and biking compared to roads for cars and trucks. I tried to ask the 300 page report - how much are we spending on driving vs walking/rolling vs transit. And I can't answer it. Your budget is your values, and Olympia residents at least have consistently voiced their value of walkability. The budget needs to be described in a way where people can see the costs by project type so they know what they are approving. With the level of detail in the plan, I</p>	<p>significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Regarding cost/benefit methodology, social cost of carbon, Justice40 Initiative, and the costs spent to support active transportation vs. driving vs. transit, we will consider how best to incorporate these concepts and issues in the next update.</p>

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5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>can't say if it aligns with the values it claims or not! However, just eyeballing the Capacity and New Connections maps vs the trail project and public transit maps and the lack of a sidewalks map, I can guess that roads, once again, get most of the money. It's not right and it's not what this community wants.</p> <p>Please remove the proposed road connector through the LBA Woods from further consideration. The people of Olympia have already voted. With their ballots. With their walking shoes. And our canine friends voted with their paws! We don't EVER want a road there! NEVER. Keep the cars out of the woods. Leave the woods for people, the birds, and the trees. And, yes, the dogs, too. Instead, focus our transportation dollars on projects that make life better for pedestrians and cyclists. I hope this is the last time I have to scream this message into an online comment form. Thank you!</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>Please do not put a connector road through LBA park. It's one of the few large tracts of trails and natural space around here. Saving a few minutes on someone's commute is not worth what wed lose.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection Shared Use Trails	<p>I am a current resident of Olympia; I live about 2 miles from LBA Park & Woods, and we hike there regularly. I do not want a road to cut through LBA Woods. There is very little to gain from this road cutting right through the middle</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies</p>

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			<p>of a very popular hiking area. Why not consider instead extending 40th Ave SE eastward to meet Boulevard Road? Or even better, don't build a road at all and people can just use Morse Merryman. It's only a difference of 4 minutes travel time. Separately, I do support expansion of rails-to-trails bike paths. I realize this is a stretch and probably outside TRPC responsibility, but if there was a way to connect Tenino bike trail with the Chehalis Western Trail, that would be excellent. There is already a solid community of people who ride the CWT often, and I think it would increase usage (and possibly tourism) if people could ride from Olympia to Raymond/South Bend on dedicated bike path.</p>	<p>will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General	Anonymous	<p>Project A4, Log Cabin Road Connection Extending Log Cabin Rd. through LBA park would be a disservice to the people of Lacey. LBA park is one of the best outdoor spaces available to the local community. No other park in Lacey provides the peaceful escape that can be found at LBA park. The park should be maintained as it is for future generations to enjoy.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General	Anonymous	<p>Capacity Bicycling</p>	<p>Thank you for your comment.</p>
5/2/2025	General	Anonymous	<p>Transit Active Transportation I'm all for greater public transit, safe/designated bike lanes, walkable infrastructure, and reducing/disincentivizing car usage</p>	<p>Thank you for your comment.</p>
5/2/2025	General	Anonymous	<p>Project A4, Log Cabin Road Connection Please Remove the Log Cabin Transportation Corridor from the Plan. As a resident, I do not approve of the removal of park trails for vehicles.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and</p>

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5/2/2025	General	Anonymous	Project A4, Log Cabin Road Connection This plan would have significant impact on the forest part of the park. Impacting the wildlife and introducing road noise would be detrimental to the beauty of the park.	<p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General	Anonymous	Project A4, Log Cabin Road Connection Please do not allow a road through LBA. There are lots of carband lots if roads but inlybone LBA woods. This park is a true jewel.	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection	Please do not alter any part of the LBA woods. The trails back there are a beautiful oasis used by so many in the community.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/2/2025	General Anonymous	Project A4, Log Cabin Road Connection Walkability	The proposed transportation plan includes a road that is proposed to cut thru the LBA park. While I understand that transportation engineers use traffic count estimates to rationalize long term planning, the estimates for the Log Cabin Extension are largely based on studies that assumed there would be over 800 houses built on these parcels, instead of an open forest park. It is my understanding that the extra houses will not be built here, so do we really even need a major arterial road to cut through the park? There is a 10-acre affordable housing development that will be developed near LBA that I am in favor of, and would benefit from the protection of green spaces and parks. The park is more than just the play areas and sports fields. The wooded area is an important part of the environment of the area: the trails are wonderful for quiet walking, have many animals that would be disturbed if their habitat is essentially chopped in half, and provide an important buffer zone. Traffic is always a concern as a city grows, but it is far better to continue to invest in reliable mass transit, focus on city planning for walkable communities and ensure that green spaces are protected - especially for cities as unique as Olympia. Olympia could strive not to be a "drive thru city" but a green, walkable city - the kind of city our future needs. And part	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.

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5/2/2025	General	Project A4, Log Cabin Road Connection	<p>of that starts with re-examining plans and intentions that include actions like the proposal to cut thru the LBA park. Thank you for the opportunity to share my thoughts.</p> <p>LBA woods should be left as it is- walking/bike/running/cross country course for nearby schools.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/2/2025	General	Project A4, Log Cabin Road Connection	<p>I am BEGGING for LBA forest to be spared & any proposed roads to be moved so as to avoid further decimating wildlife habitat & life-supporting trees. We cannot afford be so shortsighted to destroy any more of our precious, irreplaceable natural resources in service of humans, cars & convenience.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General	Project A4, Log Cabin Road Connection	<p>There is absolutely no reason a road should bisect LBA Park. LBA Park is an oasis in a veritable hell of thoughtlessly designed subdivisions. When I visit my nieces who live not far from LBA Park woods, we frequently go to the woods. A busy road bisecting the park will permanently and severely degrade the environmental and social quality of the park.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p>

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			<p>The entire area surrounding LBA Park is a concession to severe automotive over-dependency. Terrible zoning (with racist overtones) that prevents easy access to basic amenities without a car, idiotic parking mandates with no foundation in reality, dangerous streets that prioritize traffic efficiency above the basic safety of anyone outside a motor vehicle are just a few examples of how worship at the altar of automotive thralldom degrades the quality of life for humans and wildlife alike in the area around LBA Park. Driving a road directly through one of the few remaining green spaces in east Olympia would just be the latest failure of the City to take a real stand in the face of decades of failed urban planning.</p> <p>There is only one question at play: what is more important, the quality of life for Olympia's residents or the golden goal of traffic engineers nationwide, removal of all impediments to automotive travel?</p>	<p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General Celeste Case-Ruchala	Project A4, Log Cabin Road Connection	<p>I say no to the Log Cabin Road Extension from the TRPC draft regional transportation plan. I do not agree with clear cutting 5 acres of mature upland forest. This road will bisect the park, interrupt trails, degrade wild park habitat and ruin the experience of this wooded urban park for everyone.</p> <p>The reason I care about this is because I visit this park multiple times weekly with my dog and we love the little nature escape so close to home.</p> <p>It's a quiet peaceful park that does not need the devastation of a new road. I strongly oppose this road extension.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General Elana Fairchild	Project A4, Log Cabin Road Connection	<p>As someone who frequents LBA Park at least weekly I strongly urge you to remove the Log Cabin Road Extension from the Regional Transportation Plan. LBA is such a gem of Olympia. Its forests are truly an escape into such a beautiful slice of nature. Adding this road would disturb and detract from so much</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and</p>

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5/3/2025	General Stephen Rutkowski	Project A4, Log Cabin Road Connection	<p>I am writing to request that you permanently remove Log Cabin Road Connection - Project A4 from the Thurston County Regional Transportation Plan.</p> <p>I know that a certain amount of time, money, and effort have gone into this, but, as a project that no longer serves its intended purpose and is a complete waste. We have an example of poor planning in downtown Olympia. Capitol Lake seemed like a good idea and seemed to serve its purpose at the time. We now know that the lake was a mistake and millions of dollars and great disruption will be required to fix it.</p> <p>As I pursue my almost daily walks through LBA Woods, I enjoy seeing the variety plants from small to large since most of it has been uncut since the 1930s. It is almost a legacy forest that contains many species of plants and animals that are not represented by suburban landscaping or commercial forestry lands. From time to time, I have even seen Bald Eagles. Building this road will reduce this diversity, create more noise, and create more congestion. All this for a road that was to service a now non-existent subdivision. The estimated cost is unrealistically low and will be directly born by taxpayers rather than a developer.</p> <p>Many projects are supported by state or federal grants. In the current environment both entities are experiencing a shortage of available funds. This is truly a waste!</p>	<p>of the developed and mostly untouched forest. I love going to the LBA trails frequently to walk my dog or to have a stroll with friends. I think it would have a negative impact on the community and of course the habitat and its inhabitants. Thank you for reading and I hope you consider preserving this very special place in Olympia.</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General Jeanne McInelly	Project A4, Log Cabin Road Connection	<p>I am writing to request that you permanently remove Log Cabin Road Connection - Project A4 from the Thurston County Regional Transportation Plan.</p> <p>I know that a certain amount of time, money, and effort have gone into this, but, as a project that no longer serves its intended purpose and is a complete waste. We have an example of poor planning in downtown Olympia. Capitol Lake seemed like a good idea and seemed to serve its purpose at the time. We now know that the lake was a mistake and millions of dollars and great disruption will be required to fix it.</p> <p>As I pursue my almost daily walks through LBA Woods, I enjoy seeing the variety plants from small to large since most of it has been uncut since the 1930s. It is almost a legacy forest that contains many species of plants and animals that are not represented by suburban landscaping or commercial forestry lands. From time to time, I have even seen Bald Eagles. Building this road will reduce this diversity, create more noise, and create more congestion. All this for a road that was to service a now non-existent subdivision. The estimated cost is unrealistically low and will be directly born by taxpayers rather than a developer.</p> <p>Many projects are supported by state or federal grants. In the current environment both entities are experiencing a shortage of available funds. This is truly a waste!</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General Jeanne McInelly	Project A4, Log Cabin Road Connection	<p>I am very concerned about a proposal to cut a road through this lovely stand of trees adjacent to the LBA park.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the</p>

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5/3/2025	General	Project A4, Log Cabin Road Connection	<p>If you care about global warming, why would you cut down trees that combat warming? These trees are NOT replaceable and hundreds of people walk those trails daily with or without their dogs.</p> <p>The city electorate voted to preserve this area as a park years ago. Listen to the citizens! We have adequate roads for the population but inadequate green spaces.</p> <p>Please reconsider this crazy proposal.</p>	<p>plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	Anonymous	Project A4, Log Cabin Road Connection	<p>I hope LBA park can remain</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General	Project A4, Log Cabin Road Connection Climate Change	<p>In a day and age when we are actively seeing climate change devastation, we cannot be cutting down trees. It has been proven that saving trees has a higher value, through cleaner air, carbon sequestrating, and habitat for the 4% of wildlife we have left, worldwide. Please for the sake of building humanity for the better, considering re-routing the log cabin connection. Instead of it running along the backside of the park, run the road on the backside of the connecting neighborhoods, saving as much as the woods as possible. We have already given so much to cars, and urban sprawl, we need to be giving ourselves more green spaces. We can not replicate fully what</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/3/2025	General	Project A4, Log Cabin Road Connection	<p>Did Robert Moses develop this plan from beyond the grave? It is idiocy to drive a road through LBA Woods. Severe car dependency is unchecked in the greater Olympia area. It is imperative people have some refuge from the madness of automotive slavery.</p>	<p>nature does to make this a livable planet. Let's make smarter choices for a planet with intensifying climate change.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General	Project A4, Log Cabin Road Connection	<p>Don't destroy LBA Park and woods for development. It is more important to the County to maintain green spaces rather than continue to throw up even more single family homes. It isn't high-density housing if everyone still needs to use a car.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General	Project A4, Log Cabin Road Connection	<p>Please keep cars out of the LBA woods. Please keep cars out of public spaces as much as possible. Preserving green space, undeveloped lands, pedestrian only spaces, and making Olympia a 10 minute city are some of the ways that we can make our city healthier, safer, and a model for the rest of the state in terms of quality of life for all citizens residing here.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to</p>

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5/3/2025	General	Project A4, Log Cabin Road Connection	<p>LBA Park is such a unique and wonderful park. A road that cuts it in half would disrupt everything about it that makes it great. The trails are a wonderful break from the constant development that is happening in this area. With so many crowded suburban developments, have a small wilderness is great for exercise and mental health as well as wildlife. A large road cutting it in half would also make it less safe for everyone. Please preserve LBA as it is.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General	Project A4, Log Cabin Road Connection	<p>Please abandon the plan to construct a road through LBA Park in Olympia. This park is the only one like it in the city, and its large expanse of closed-canopy forest is an oasis for plants, animals, and diversity, making it the favorite spot for many to exercise, meditate, and/or socialize while soaking up the peace of Nature. The Log Cabin Extension was designed largely based on studies that assumed there would be over 800 houses built where the open forest park is now. Without those extra houses, there are other roads that can better handle the traffic flow. That bit of road would completely ruin the character of the forested part of the park, which is why the City of Olympia abandoned it. I urge you to choose other roads to reduce congestion.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General	Project A4, Log Cabin Road Connection	<p>Please leave the woods adjacent to LBA alone. That is an important green area.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the "Olympia Street Connectivity Studies" plan. However, the "Olympia Street Connectivity Studies"</p>

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5/3/2025	General	Project A4, Log Cabin Road Connection	Please do not extend a road through LBA Park. This is an incredible resource and there are already numerous ways to travel through that area. Green space and roads are plentiful, please don't ruin this neighborhood asset for more car convenience.	<p>(Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General	Project A4, Log Cabin Road Connection	A road that cuts through the forest at LBA park is a terrible idea. The woods around that park are great walking trails and an excellent spot to see wildlife, particularly birds. Putting a road through that area will destroy natural habitats, and make the park less pleasant and less safe for everyone. It's not that hard to drive around - don't put in the connector road!	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/3/2025	General	Project A4, Log Cabin Road Connection	<p>No I do not agree with the 2050 Plan. For many the LBA Park has been here all their lives. It's a place that is visited everyday by people, all ages, all walks of life. To removes this park would be taking away a part of history here. This park brings wildlife, there are schools who utilize the park for school field trips, science projects, the list goes on. Please note that we stand against this plan! This is not an option.</p>	<p>included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General	Project A4, Log Cabin Road Connection	<p>Please DO NOT disrupt LBA park. We do not want or need a road through this neighborhood park!!! Stop trying to force this on the community when we have told you time and again that we DO NOT WANT IT!!!</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General	Project A4, Log Cabin Road Connection	<p>Please DO NOT build a road through LBA park. I grew up around here and loved every minute in that park. We used to walk our dog through there, I've biked around with friends, gone on dates, and just walked through on my own after a rough day. The comfort that I and others have found in this small section of woods is incalculable. PLEASE PLEASE PLEASE DON'T BUILD A ROAD HERE. People can drive around the park just fine</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the</p>

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5/3/2025	General	Project A4, Log Cabin Road Connection Wiggins Road Morse-Merriman	Don't disturb LBA. But we need something done at the corner of Wiggins and Morse Merryman. Too many cars end up in the ditch there. A guard rail would be great. A round about would be awesome.	<p>Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Olympia's Wiggins Road Reconstruction (Project C6) will relocate the ditch or build an underground stormwater conveyance and add sidewalk and bike lanes or a shared use path to at least one side of the street.</p> <p>Staff revised the C6 project sheet to list the Olympia Street Connectivity Studies as a related project.</p>
5/3/2025	General	Project A4, Log Cabin Road Connection	Please don't build a road through LBA park.	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be</p>

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5/3/2025	General	Anonymous	Project A4, Log Cabin Road Connection Do not build a road through LBA woods.	<p>included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/3/2025	General	Anonymous	Project A4, Log Cabin Road Connection No road through LBA, instead focus on park improvements. Road connection should be to south and would allow another parking area for access.	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/4/2025	General	Bob and Sally Brennand	Project A4, Log Cabin Road Connection We're writing to urge the Thurston Regional Planning Council to remove the Log Cabin Road Extension Road from the Regional Transportation Plan for several reasons. My wife and I walk or run in LBA Woods with our dog 4-7 times a week, usually traversing the entire perimeter of the park one to two times. Bisecting it with a road would require two to four street crossings each visit, leading to disruptions to both our walks and runs, as	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the</p>

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			<p>well as the cars that would travel through the park, not to mention the additional traffic noise negatively impacting the outdoors experience. We go to LBA Woods to experience nature and get some peace and quiet. When we visit the trails, we encounter walkers, runners, bird watchers, and bike riders, all often accompanied by young children who are brought there to enjoy nature and don't have to worry about crossing streets and moving vehicles. The road would either lead to more dangerous excursions for them, or cut the available area in half for them to use. Wildlife such as birds, rabbits, squirrels, coyotes and other species will also be put at risk by the road for obvious reasons. We don't understand why the City would invest millions of dollars to purchase and create a park, then allow a road to be built smack down the middle of it anytime in the future. It's frankly hard to believe it's even being considered at this point.</p>	<p>Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
			<p>Lastly, we just don't see the need for this road in the present situation. We sense that when the extension was proposed many years ago, the assumption was that the current LBA Woods area would not be a beautiful forest park, but rather 200-600 single family homes whose residents would need access to Boulevard or Wiggins Road. But this isn't the case, and putting a road through the middle of a park that the City of Olympia residents overwhelmingly supported with the formation of the Olympia Metropolitan Parks District in November 2015 doesn't make sense today. Yelm Highway and Morse-Merriman Road both serve as adequate East-West routes in the area. Adding the Log Cabin Road extension would only serve to add more traffic to Log Cabin Road, which is already often congested due to the North Street/Log Cabin intersection. Why would we want to make that intersection worse, and direct more traffic to Olympia HS and Pioneer Elementary school with all their students, when none of the cars utilizing the extension road attend either school? In summary, this road might have made sense</p>	

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5/4/2025	Maxine Dunkelmann	Project A4, Log Cabin Road Connection	<p>when it was originally proposed decades ago, but with the current layout of the park and traffic situation, it makes no sense at all and needs to be permanently deleted from the Regional Transportation Plan.</p> <p>Please remove the Log Cabin Road Connection (Project A4) from the 2050 Regional Transportation plan. LBA woods should remain intact as much as possible. Just think how much more valuable and how much more growth the woods can attain by 2050! Better than having Log Cabin Rd go through LBA woods, put in a bike path to help people with their bike commute. The small, graveled Mission Park bike path is a great example. The bike and walking path runs from Fir ST NE to Edison NE. There are virtually no biker/ped conflicts, and bikes have a better route than cars do! Makes it that much more inviting to bike instead of drive. Bikes go direct, vehicles have to wander around the wetlands, taking many twists and turns.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/4/2025	Maxine Dunkelmann	Bicycle Infrastructure	<p>[STAFF NOTE: See the full record for the image associated with this comment.]</p> <p>Important bike and pedestrian link is not being maintained. It is an important commuter route that we are losing unless work is put into saving it.</p> <p>The safest, easiest, and shortest way to get from downtown Olympia using the Karen Fraser trail/Woodland trail to the area on Pacific with the Olympia Food Coop, Thurston County offices, a doctor's office, other stores, and a new low income housing unit is to transfer from the Woodland Trail at Dayton St SE onto the I-5 trail and come out on Pacific at the I-5 ramps. These ramps have very complete lights/walk signs that allow safe crossings and use of the Pacific Ave sidewalk to access the Food Coop and many other businesses. Pacific has only an unsafe narrow margin for biking with no plans to improve. Access to this southern Pacific Ave sidewalk is essential. However, the short I-5 trail section that provides access to Pacific Avenue is not</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>TRPC is currently leading the Bicycle Connectivity Strategy, which is looking at how to improve safety, connection, and convenience in the Thurston region. This includes identifying gaps in the bicycling network and prioritizing their correction. For more information, visit www.trpc.org/1207.</p>

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5/4/2025	Joshua Hettena	Project A4, Log Cabin Road Connection	<p>being maintained. Instead, walkers and cyclists have to travel far out of their way along noisy roads and cross unsafe shopping center driveways with fast moving turning vehicles (Ross Dress for Less). Fixing this short section of the I5 bike route is important for a complete network. The cross-walk infrastructure is already there and being maintained.</p> <p>I am writing as a 7 year resident of Olympia and neighbor to LBA Woods to express my strong opposition to the planned extension of Log Cabin Road. LBA Park is not just a park, it is a natural habitat, animal refuge for pets and wild animals alike, and an urban oasis. LBA Woods defines the character of Southeast Olympia and brings livelihood to thousands of residents, homeowners, nature enthusiasts, and pet lovers that would be severely impacted by the plan to bisect the center of the woods and interrupt the many trails and forest that occupy that land today.</p> <p>I recognize traffic conditions may warrant alternate approaches to our current roadways and would ask the council consider options to build perimeter drives that circumvent and preserve the integrity of the Woods.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/4/2025	Jeanne McInelly	Project A4, Log Cabin Road Connection	<p>Your committee is not in step with the opinions of Olympia voters. In the last week, I have talked to over one hundred citizens regarding the proposed road dissecting the existing LBA woods. Citizens value trees, trails, green space, wild life and freedom to enjoy nature and we do NOT need another road through this area. Wake up to your constituents; your proposed actions are not consistent with the values of these residents.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/4/2025	Eden Teachout	Project A4, Log Cabin Road Connection	<p>Please do not bisect LBA woods with a road. Whatever problem you think it will solve will only be replaced by several new problems. This</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the</p>

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			<p>project would unboubtedly:</p> <ul style="list-style-type: none"> - Increase noise, air, and light pollution from vehicles - Send dirty/polluted runoff into the surrounding area - Disrupt the habitat and result in wildlife deaths, especially at night - Damage the peaceful and quiet nature of the woods - Create safety hazards for people trying to cross from one side to the other - Invite people to speed, drag race, litter, and potentially conduct drug deals or other illegal activity <p>If you want to complete a project with meaningful, positive impact, work on making Wiggins safer and capable of handling higher volumes of traffic. I do not know why there is no project planned for that road, which is incredibly unsafe and has serious congestion problems during peak times of the day. I think the Log Cabin Road extension would actually make the problems on Wiggins worse. Please leave the LBA park and woods alone. It is very important to this community and there is nothing like it in East Olympia.</p>	<p>plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/4/2025	General	Project A4, Log Cabin Road Connection	<p>I am opposed to putting a road through the middle of LBA woods. That project, A4 RS Log Cabin Extension, should be taken out of the transportation plan. The community has fought this project for years and now it is time to take it off the books.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/4/2025	General	Project A4, Log Cabin Road Connection	<p>The Olympia City Council removed the extension of Log Cabin Road from its plan. Why is it still in this plan? This project does</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the</p>

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5/4/2025	General	Project A4, Log Cabin Road Connection	<p>not align with the Regional Transportation Plans goals. It does not improve safety. It will increase conflict between pedestrians and drivers. It does not support Greenhouse Gas Emissions Reduction and Climate Change Resilience. By destroying part of a forest, park and natural area it reduces the tree canopy which can help reduce CO2 emissions. It also encourages more, and faster, driving, providing more ease for the single occupancy vehicle. It also creates more "road" thus further reducing natural areas and habitats. A connection between Boulevard and Wiggins already exists 200meters to the north. Why ruin a well used and established park/natural area.</p> <p>LBA park does not need a road through the middle of it. This would have many negative ecological effects. This would also have many negative effects on human low environmental impact trail/use as well. Preserve the space as is.</p>	<p>plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/4/2025	General	Project A4, Log Cabin Road Connection	<p>Definitely not necessary. Leave the park as it is. Parks in Olympia are what make Olympia the town it is</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/4/2025	General	Project A4, Log Cabin Road Connection	LBA park gives the community a place to connect with nature and enjoy this beautiful city. Please reconsider the decision to build a boulevard through the park.	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/5/2025	General	Project A4, Log Cabin Road Connection	<p>I am writing to urge the Thurston Regional Planning Council to remove the Log Cabin Extension Road (Project A4) from the Draft 2050 Regional Transportation Plan.</p> <p>I noticed in the Regional Project List that this project (A4) has a status of "Planned," and is determined "Regionally Significant." I would like to know why, and how, this status was determined. I live near the area of this project and drive the roads surrounding it regularly, all days of the week, all hours of the day. Morse-Merryman Rd takes traffic in an east-west direction quite nicely with a moderate flow of traffic. There is no reason to spend \$10,250,000 to create yet another road, destroying a beautiful natural area in the process. So many people use these trails and I walk there 2-3 times per week. The City of Olympia saved the LBA Woods years ago from development, and this includes roads. It would be thoughtless and destructive to punch a road through this park.</p> <p>Please remove this ill-advised project from the Draft RTP.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/5/2025	General Jake and Whitney Meulink	Project A4, Log Cabin Road Connection	<p>I am concerned that the Log Cabin road extension is making its way back into the draft Regional Transportation Plan.</p> <p>I use the LBA woods frequently. The proposed road runs directly through the main trail. Many volunteer hours have been put into making the trail system friendly for all sorts of people including those with disabilities.</p> <p>The proposed road would also put a road on either side of the ball fields. While the log cabin road would be very lightly used, it still presents a safety risk to those using the ball fields. The LBA allows for a walkable connection to the ball fields.</p> <p>I commute Boulevard regularly and this extension really isn't necessary. Yelm and Morse Merryman aren't that far away from each other. Compared to the amount of people benefiting from the LBA woods, the amount of people benefitting from the Log Cabin extension would be significantly less.</p> <p>This road extension was planned as part of a development that is no longer in the works. Keeping a plan just because it was already planned does not make sense and is a waste of tax payer dollars. Adjusting plans based on updated information is a good and responsible policy. Let's be intelligent about our infrastructure planning please. We tax our working class quite heavily, and would like to see those tax dollars going towards something that will actually benefit the people.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/5/2025	General Jennifer Fortin	Project A4, Log Cabin Road Connection	<p>Please reconsider this road extension.</p> <p>I worked with Washington Trails Association to help put in the boardwalks and improve drainage in the park. I worked over 50 volunteer days there. Keeping it as it currently is is important to me.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be</p>

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5/5/2025	General Anthony Santolla	Project A4, Log Cabin Road Connection	Please persevere LBA park by not going forward with the Log Cabin Road extension.	<p>included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/5/2025	General Sara Wasser	Project A4, Log Cabin Road Connection Wiggins Road Morse-Merriman Yelm Highway	<p>My name is Sara Wasser and I live in the Wilderness neighborhood located south of the LBA woods. My children go to school at Centennial Elementary and Washington Middle school off Boulevard Road. I travel daily on Wiggins Road to get to and from work at Panorama retirement community in Lacey. I use both Boulevard and Wiggins daily and see the influx of traffic.</p> <p>People are driving too fast. My kids are not allowed to ride their bikes or cross these streets. Pedestrians and bikers are at risk traveling down Wiggins as it has no shoulder and the "death ditch" makes this road very unsafe especially during the winter. There are constantly accidents off Herman-Wiggins and regular back-up to make left-hand turns. I DO support the plan to reconstruct Wiggins by adding a roundabout sidewalks, and underground storm water system. This plan will improve traffic flow and safety!</p> <p>I DO NOT support the plan to connect Boulevard and Wiggins at Log Cabin Road. This project would be a tragedy to our neighborhoods and park. Part of what makes Wilderness special and is our rich forested neighborhood behind the LBA woods. We have</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Olympia's Wiggins Road Reconstruction (Project C6) will relocate the ditch or build an underground stormwater conveyance and add sidewalk and bike lanes or a shared use path to at least one side of the street.</p>

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5/5/2025	General	Raul Silva	<p>I am a resident and homeowner in the City of Olympia, who thoroughly enjoys the LBA Woods Park. The LBA woods that are part of the City's park, is blessed to be the habitat to numerous local animal and plant species. As a matter of fact, about 81 species of birds alone consider the woods area of the LBA park their home habitat. It is also one of the few parks that has old growth trees and vegetation. The LBA woods and its park trails are a constant source of enjoyment for residents and visitors to the park, both young and old, and irrespective of your physical condition, it is accessible to all, thanks to some wise decisions made several years ago by the City of Olympia's Council and its leadership team. Take a walk along one of its trails on any day or time of day, and you can see firsthand why these beloved woods are enjoyed by all. I was fortunate to be part of the LBA Woods Coalition team that spearheaded gathering of the over 1,000 signed petitions for the City to acquire both private parcels at the time. All of those who signed the petitions and the countless members of the public that provided the Council with public comments, clearly expressed to the City and the community how</p>	<p>neighborhood access to the Park which is important to all the connecting neighborhoods. The LBA woods are sacred land and habitat for wildlife and humans. The LBA trails are a cherished place to hike and for kids to explore. Creating a connecting roadway will lead to more speeding cars with threats to people, children, wildlife and ecosystem. We have many deer that live in the LBA woods and this roadway could be very harmful to their habitat. As the deer population is threatened they will be forced into busy roads, farmland and urban areas. Please do not destroy our sacred forested land. I understand the roadways are busy but Yelm Hwy and Moose Merryman are adequate for drivers. Please do not follow through with this project. Thank you for your attention to strengthening our community and for the opportunity to comment.</p>
5/5/2025	General	Raul Silva	<p>I am a resident and homeowner in the City of Olympia, who thoroughly enjoys the LBA Woods Park. The LBA woods that are part of the City's park, is blessed to be the habitat to numerous local animal and plant species. As a matter of fact, about 81 species of birds alone consider the woods area of the LBA park their home habitat. It is also one of the few parks that has old growth trees and vegetation. The LBA woods and its park trails are a constant source of enjoyment for residents and visitors to the park, both young and old, and irrespective of your physical condition, it is accessible to all, thanks to some wise decisions made several years ago by the City of Olympia's Council and its leadership team. Take a walk along one of its trails on any day or time of day, and you can see firsthand why these beloved woods are enjoyed by all. I was fortunate to be part of the LBA Woods Coalition team that spearheaded gathering of the over 1,000 signed petitions for the City to acquire both private parcels at the time. All of those who signed the petitions and the countless members of the public that provided the Council with public comments, clearly expressed to the City and the community how</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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			<p>important these woods were. The decision to acquire both parcels by the City of Olympia was one of those rare choices that transcends generations and positively impacted all in our community, and it enabled the native habitat to be preserved for enjoyment by future generations.</p> <p>And now, we are faced with an even tougher choice for the sake of convenience, transportation congestion mitigation, and continuing a county plan that predates the decision to acquire the LBA woods park land that is probably decades old by now. Building a road that dissects the park would destroy some of the precious ecosystems that the City, its Council Members, and the significant amount of members of our community who voiced their concern about the importance the acquired parcels of land that is affectionately known as the LBA Woods.</p> <p>I am strongly opposed to any plan that involves construction of a road bisecting the LBA Woods.</p> <p>Therefore, I am imploring you to look for other viable solutions to the reason the road needs to be constructed. There has to be other options that don't require essentially dividing the park woods into two and destroy such a precious habitat for the sake of shaving off minutes from a commute.</p>	
5/5/2025	General	Lisa Mahoney Project A4, Log Cabin Road Connection		<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/5/2025	General	Project A4, Log Cabin Road Connection	<p>and require additional removal of tree cover to accommodate more pavement. Please remove the Log Cabin Road Extension from this plan.</p> <p>I am writing to express my opposition to the Log Cabin Road extension Road project that would bisect the LBA woods. This road would destroy much of our beloved wooded park and degrade wildlife habitat. Thank you.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/5/2025	General	Project A4, Log Cabin Road Connection	<p>I am a long time Olympian having been born here almost 70 years ago. I left for my husband's work for 23 years, but returned to Olympia because my parents and sisters never left the area. I have seen a lot of changes in Thurston County over the years--some good and some that make me sad. And so I am writing to you today encouraging you....exploring you...begging you to remove the Log Cabin Road Extension from your draft Regional Transportation Plan. LBA Woods are a precious gem in our community. I walk in those woods every day and I never walk alone. There are always others walking, running, or biking in the woods at the same time as me. I always see senior citizens, families with children--even grandparents with their grandchildren, people with their dogs, and high schoolers on cross-country teams running through the LBA woods. I have never felt unsafe in those woods. Those trails and trees feed my soul, give my feet bare ground to walk on, provide me with a quiet place away from the noise of traffic, and keep my heart pumping and my lungs breathing in</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/5/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>clean air. As a said, those woods are a precious gem. We have enough roads--enough pavement--in Thurston County. However, dirt trails through mature trees have been disappearing. Please don't allow LBA Woods to disappear. Please don't take away those trails, those trees, and that quiet place from our community. Please look at the long term benefits of having LBA Woods and all they offer available for generations to come. If any of you would like to talk to me, I would welcome your call.</p> <p>No road through LBA Park!</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/5/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>I would not like to see a road between LBA woods. I recreate in LBA woods every week, and it is a valuable park for Thurston county.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be</p>

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5/5/2025	General Anonymous	Project A4, Log Cabin Road Connection	I urge the council to please reconsider the planned connector road through LBA park. The trails and woodland that would be destroyed are a priceless gem for the surrounding community. While a connector road may reduce some congestion, the 150+ acres of woods are a frequent destination for my family and many others, and serve as home to valuable native flora and fauna. The damage from construction and ongoing road noise and exhaust would absolutely destroy this beautiful woodland area.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/5/2025	General Anonymous	Project A4, Log Cabin Road Connection	I have concerns specifically about the portion of this proposal that would run a road through LBA Park/woods. This space is an integral part of the local community for sports, events, and just general outdoor use. The trails are used heavily by runners and casual walkers, and the woods contain the only formal off-leash dog trail in the area. If data on usage is meaningful, it's easy to see how much use this space gets just by looking at a Strava heat map of the area, and that only shows a fraction of the foot traffic. Dividing the green space with a road would destroy this valuable community asset, not to mention the impact to habitat for the local animals.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/5/2025	General Anonymous	Project A4, Log Cabin Road Connection	To whom it may concern: I'm writing in strong opposition to the Log Cabin Road connection proposal in the draft 2025 transportation proposal. I live off of 42nd Ave SE and believe this change would drastically reduce the quality of life for Olympia, Tumwater, and Lacey. LBA woods is a vital resource for the area and having an unbroken connection between it and LBA park is critical to maintain. This green space is so incredibly	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the

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5/5/2025	General	Project A4, Log Cabin Road Connection	<p>I want to strongly recommend that you finally remove the proposed Log Cabin Road extension from the Transportation Plan. The LBA woods is a special place that deserves permanent protection. Thank you</p> <p>important to the region. Please don't irreversibly lose this special place by putting a road right through the middle of it. LBA park and woods serve as a safe haven for the people and wildlife of the area. With close proximity to numerous elementary schools, middle schools, and Olympia high school, it is essential to have free place for the youth of the region to develop, play, and congregate safely. It's also critical that we don't lose our values in the interest of minorly easing traffic congestion. What make the south sound region special is our commitment to community spaces and wildlife. I've lived in other parts of the country where community spaces take a back seat to traffic convenience. What spaces those place have left became unused because they are loud, dangerous, and too small for the needs of the people in the area. Also, as a parent, the thought of a potentially busy road between LBA park and woods frankly terrifies me. LBA woods is a safe place for kids to discover the woods, dogs to have off leash exercise, and for the community to gather. We need places like this in our community! The undivided LBA park and woods is a cherished resource and essential to the identity of the surrounding region. Please don't sacrifice this wonderful community asset for the sake of potentially lowering traffic congestion. We need places like this to maintain Olympia, and the entire south sound region, as one of the greatest cities in the country to live. Prioritize our community and the quality of life of future generations!</p>	<p>Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/5/2025	Anonymous	Project A4, Log Cabin Road Connection	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional</p>

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5/5/2025	General	Project A4, Log Cabin Road Connection	LBA Park's urban trails are a highlight of our community. I visit them weekly and see so many other community members out there enjoying the forest. It's important that we maintain urban parks and trails. I'd ask that the connection road through the park be removed from the plan. Thank you.	<p>significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/5/2025	General	Project A4, Log Cabin Road Connection	As a member of the Olympia community and a regular user of LBA woods, I cannot imagine how increasing fossil-fuel guzzling cars and trucks while destroying one of the last natural places in Thurston County that is open to all conforms to the County's environmental preservation standards. Moreover, as a Clinical Psychologist, I would like to point out that "that nature-based learning for kids can be trans-formational. According to the Child Mind Institute, nature builds confidence in children, promotes creativity and imagination, gets kids moving, makes them think, and reduces stress and fatigue." Moreover, "Psychologists have found that the wonders of nature can inspire a collective sense of awe that we are often missing in our daily lives, prompting people to share, care and assist [and] help us feel more connected and part of something larger, and we may consequently act more generously and compassionately." New York Times. May 26, 2024.. p. 10. Must the county sabotage all that? I vehemently oppose forcing a road through LBA Woods.	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/5/2025	General Anonymous	Project A4, Log Cabin Road Connection	Please, please don't put a road through LBA. It is a treasure for the area and widely used by runners, walkers, bikers, and even school events.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).
5/5/2025	General Tyler Ray	Project A4, Log Cabin Road Connection	Dear Thurston Regional Planning Council: My name is Tyler Ray and I live in the City of Olympia near LBA woods. I am writing to express opposition to the proposal in the 2050 Regional Transportation Plan to develop a roadway through LBA woods. The proposal would have a detrimental impact of the quality of the region, environmental equity, and limited natural resources in the region. I regularly use the park with my two kids to hike, bike, and explore. My oldest son is 12 and his favorite thing about the park is "that it provides a really great natural outlet to explore and have adventures." My youngest son is 9 and his favorite thing about the park is "all the nature and cool things that are there that you can hear and see such as owls, rabbits, and hawks;" and I really want their habitat to be protected." I'm hoping that TRPC will consider the impact that this proposal will have on future generations and not develop a roadway through LBA woods.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).
5/5/2025	General Anonymous	Project A4, Log Cabin Road Connection	I do not want any roads built in or around LBA park, or in the woods behind. Those running trails mean a lot!	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).

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5/5/2025	General	Project A4, Log Cabin Road Connection	<p>Building a road through LBA woods is unfathomable to me. To destroy this beautiful green space filled with giant trees, wildlife and trails used by our community for a road makes no sense. Yelm Highway, which was recently improved with resurfacing, is one mile to the south of Log Cabin Road. Morse-Merryman Road is a few blocks to the north. Rarely do I find either of those roads congested. LBA woods is a place to escape the traffic noise and the danger of speeding cars (Boulevard Road). It's a place to enjoy nature and escape the busy-ness of life. I don't want to hear more traffic- I want to hear the sounds of owls, hawks and countless bird species. I don't want to see more cars- I want to see the eagles fly overhead, the squirrels race across branches and the owls watching over "their" woods high up in the trees. Our area of Lacey, Olympia and Tumwater is losing these spaces one by one to more development and it is detrimental to our community. I'm reminded of a slogan we were taught in schools here in Olympia in the 70's and 80's...Keep Washington Green. We need to remember that slogan and preserve our remaining green spaces. We need to keep LBA woods intact. Sincerely, Maureen D. Resident of Thurston County</p>	<p>southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	Agency	WSDOT	General	Thank you for your comment.
			<p>The Washington State Department of Transportation (WSDOT) appreciates the opportunity to comment on the Thurston Regional Planning Council's (TRPC) draft What Moves You: 2050 Thurston Regional Transportation Plan (RTP). A single set of compiled comments is enclosed. WSDOT supports the policy direction included</p>	

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5/6/2025	Agency	General	<p>in the RTP, including providing equitable access to transportation for all users. We appreciate TRPC's support of WSDOT policy priorities in the RTP as well. WSDOT looks forward to working with TRPC in the future on its comprehensive plan and land use reviews, Congestion Management Process, and future I-5 improvements including the Cascadia High-Speed Rail.</p>	<p>TRPC is considering the feasibility of establishing a regional multimodal level of service standard that would set performance targets for transit, bicycle, and pedestrian facilities in addition to vehicles. Level of Traffic Stress is one of the methods being reviewed and considered. Regarding bicycle and pedestrian facilities associated with capacity projects, please contact the jurisdiction for details on their design.</p>
5/6/2025	Agency	Executive Summary, pg. 1	<p>The blue callout box on this page is redundant to the blue callout box on page 19. If you keep this one, there is a typo at the bottom: "and face" should be deleted?</p>	<p>The callout box is intended to be in both the Executive Summary (pg. 1) and in Chapter 1 (pg. 19) to provide context as not everyone will read the entire plan. Typo corrected.</p>
5/6/2025	Agency	Executive Summary, pg. 2	<p>Having the last paragraph on this page split between pages 2 and 3, with two callout boxes between, makes it challenging to follow the content. Recommend keeping it together.</p>	<p>The paragraph copy has been adjusted to keep this paragraph together.</p>
5/6/2025	Agency	Executive Summary, pg 7	<p>The first paragraph includes "Based on 2018 estimates, WSDOT's Olympic Region will fall approximately \$13 million short of funding annually,". Insert 'preservation' before 'funding'.</p>	<p>Replaced the following text: Based on 2018 estimates, WSDOT's Olympic Region will fall approximately \$13 million short of funding annually, the current transportation needs for state facilities in the Thurston region. With: Based on 2018 estimates, WSDOT's Olympic Region needs \$13 million more in funding each year just to keep up with preservation and maintenance needs for state facilities in the Thurston region.</p>
5/6/2025	Agency	Executive Summary, pg 10	<p>Typo: capitalize "administration"</p>	<p>Correction made.</p>

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5/6/2025	Agency	Chapter 1 Introduction, pg. 19	Blue callout box is redundant to blue callout box on page 1	The callout box is intended to be in both the Executive Summary (pg. 1) and in Chapter 1 (pg. 19) to provide context as not everyone will read the entire plan.
5/6/2025	Agency	Chapter 1 Introduction, pg. 27	More funding opportunities can be found here: https://www.transportationefficiency.org/transportation-funding-resources/	Comment noted
5/6/2025	Agency	Chapter 1 Introduction, pg. 31	The figure notes 43,000 Cascades passengers in 2022. Amtrak Cascades posted on its Instagram site on February 24, 2025 that it had record ridership in 2024, so the 2024 numbers are likely greater than 43,000.	updated figure to 69,000 for 2024.
5/6/2025	Agency	Chapter 2 Recommendations, pg. 33	"etc." should be "et al"?	Deleted ", etc."
5/6/2025	Agency	Chapter 2 Recommendations, pg. 46 Removing Fish Passage Barriers infobox	The last paragraph notes a cost range of \$200,000 to \$5 million. The \$5 million maximum needs to be confirmed; the actual value may be higher.	Replace the following text: ...the state's list of culvert replacement projects indicates the cost of replacing such barriers ranges from \$200,000 to \$5 million, with an \$860,000 average. Based on those estimates, the cost to local Thurston County governments could be approximately \$138 million and may grow substantially as the culvert inventory grows. With: ...according to its 2024 Fish Passage Performance Report, WSDOT spent \$244 million in 2023 on correcting 17 fish passage barriers as stand-alone projects. Another 15 barriers were corrected as part of some other project at no additional cost. Taken all together, the 32 barrier correction projects cost an average of \$7.6 million per correction. Based on these actual construction costs, costs to local governments in the Thurston region could be significant. [Link to 2024 Fish Passage Performance report: wsdot.wa.gov/about/data/gray-notebook/gnhome/environment/fishpassage/funding.htm]
5/6/2025	Agency	Chapter 3 Guiding Principles, Goals, and Policies (pg 82)	Instead of "transit, walking, and cycling as choices" consider "transit, walking, bicycling and other active modes". It is better to use bicycling vs cycling. You could use "rolling" (ex., walking, biking and rolling) to capture other active modes, but all people should see themselves in the definition (ex., wheelchair uses and scooters riders).	Replace the following text: ...and encourages transit, walking, and cycling as choices. With ...and encourages transit and active transportation as choices.
5/6/2025	Agency	Chapter 3 Guiding Principles, Goals, and Policies (pg 83-88)	Having only two specific definitions for system components (bicycling and walking) is not recommended. Increasing the number of wheelchair trips and scooter trips is also	Revise Policy 1.a to read: Commit to the development and implementation of land use plans, development patterns, and design standards that encourage active transportation, transit use, and transportation options other than driving

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			<p>important. The goal is to increase the number of "active trips". It is ok to call out bicycling, especially because there are RCWs that apply to bicyclists that do not apply to other active modes. Walking might better be captured as pedestrian trips or at least its definition should include all pedestrian trips, but in particular it would be good to ensure the disability community feels included (though barrier-free transportation is discussed on pg 88). It might be useful to add "rolling" and define the various micromobility modes under that. Alternatively, defining micromobility might make it easier for the RTP to talk about bicyclists, pedestrians, and micromobility users. Page 84 also refers to walking and bicycling but does refer to transportation options other than driving, and pg 85 talks about people again talks about walking and being "on foot". Also pg 86. There may be other places--in general it would be good to figure out RTPs language plan for dealing with the active modes.</p>	<p>alone. On page 85, replace "...Active travel modes, like walking, bicycling, and using transit..."with "... Using transit and active travel modes like walking, bicycling, and rolling..." Revise Goal 2 to read: "Work toward an integrated, multimodal transportation system that supports adopted land use plans, reduces greenhouse gas emissions and overall need to drive, and increases the share of trips using transit, walking, bicycling, and other active modes." Revise Policy 2.a to read: "Provide for quality travel mode options appropriate to existing and future land uses, including active transportation, public transportation, rail, and motor vehicles, including freight." Revise Policy 2.d to read: "Promote public education on the rights, responsibilities, and ways to travel together efficiently and safely for drivers, bicyclists, pedestrians, and other active transportation users."</p>
5/6/2025	Agency	WSDOT	<p>Chapter 3 Guiding Principles, Goals, and Policies (pg 106)</p> <p>This is the first section where the term pedestrian is used in reference to walking. It is good to refer to the RCW for pedestrian: any person who is afoot or using a wheelchair, power wheelchair, or a means of conveyance propelled by human power other than a bicycle. So a skateboard rider, wheelchair user, manual scooter user, roller skater are all pedestrians. It would be good to address that somewhere. Perhaps the region is intending to formally define "walking" to also include wheelchairing? skateboarding? Also, similar to the comment under bicycling, consider "supports safety of users" or similar rather than claiming that the region will make anything "safe". Under 12.c recommend: Provide frequent pedestrian crossings that support trips by all ages and abilities or something similar. There are many legal places to cross, but these crossings are often not facilitating trips that support safety and accessibility. 12.d--the word bicycle is included, perhaps inadvertently.</p>	<p>Revise Goal 12 to read: Increase the share of all trips made safely and conveniently by pedestrians. Revise Policy 12.d to read: Develop and encourage connections for pedestrians that shorten trip lengths to transit routes, schools, parks, trails, activity centers, and other destinations. Revise Policy 12.f to read: Provide street lighting, buffers, trees, benches, and other elements that support a safe and pleasant pedestrian environment.</p>
5/6/2025	Agency	WSDOT	<p>Chapter 3 Guiding Principles, Goals,</p>	<p>Revised to remove "or mobility device user." Now reads: "Every traveler is a pedestrian at the beginning and the end user at . . ." Again, mobility device users are</p>

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5/6/2025	Agency	Chapter 4 WSDOT Facilities (pgs. 129-152)	often pedestrians (wheelchair, skateboard). Pointing this out to encourage consistent terms and references with respect to active modes (reconizing that it is a bit mixed up). Also "Important challenges" is a good section to highlight the accessibility challenges of otherwise complete networks.	of the trip, since even drivers need to move safely and conveniently to and from the car." Added a brief paragraph at the end of the section: A complete sidewalk network can still be challenging to navigate for pedestrians when the sidewalks are narrow, damaged, or uplifted and uneven. Crossing streets and driveways can also present challenges and conflicts with bicyclists and drivers.
5/6/2025	Agency	Chapter 4 WSDOT Facilities (pgs. 129-152)	This section does not mention Complete Streets. It seems to be focused on a state of good repair for existing WSDOT facilities, but almost every WSDOT project seeking to replace or preserve existing facilities will also need to build new facilities that support all ages and abilities trips for pedestrians and bicyclists. Perhaps a page discussing Complete Streets and the relevance to all the other discussions in this section would work.	Added a new section discussing complete streets starting on page 131: Complete Streets WSDOT is committed to ensuring that state highways are designed and managed to enhance the safety, mobility, and accessibility for everyone. One of the primary methods of doing so is by approaching transportation projects from a "complete streets" perspective. Taking a complete streets approach means planning, designing, building, operating, and maintaining the transportation system to enable comfortable and convenient access to destinations for all people regardless of how they travel. State transportation projects costing \$500,000 or more must consider the needs of all system users - whether they walk, bicycle, roll, use transit, or drive. While emergency repairs are exempt, this applies to projects that preserve, alter, or expand the transportation system. For WSDOT, using a complete streets approach can include (but is not limited to): - Connected sidewalks that meet the Americans with Disabilities Act (ADA) requirements. - Dedicated bicycle facilities. - Appropriate and efficient pedestrian crossings. - Taking into consideration speed and the roadway's land use context, separating drivers from active transportation users in both space and time. Complete streets elements are systematically incorporated into the planning, design, and maintenance of state routes. By embedding complete streets considerations early in project development, WSDOT ensures that state transportation facilities in the Thurston region are designed to meet diverse needs from the outset. This proactive investment improves immediate safety and access and contributes to the long-term effectiveness of the road network.
5/6/2025	Agency	Chapter 4 WSDOT Facilities (pg. 131): Maintaining	In the first sentence of the section, add "investment area" after "priority".	Change made

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5/6/2025	Agency	WSDOT	Having this paragraph split here, with a callout box between, makes it challenging to follow the content. Recommend keeping it together.	Change made
5/6/2025	Agency	WSDOT	In the opening paragraph, add a sentence that safety is a priority investment area for WSDOT.	Change made
5/6/2025	Agency	WSDOT	Revise the beginning of the last sentence in the paragraph from "A significant portion" to "Fish passage is a priority investment area for WSDOT and a significant portion".	Inserted the following sentence before "A significant portion...": <i>Removing fish passage barriers is a priority investment area for WSDOT.</i>
5/6/2025	Agency	WSDOT	WSDOT requested 2/11/25 in previous comments that the source of this map be provided.	Source (WSDOT Pavement Data Survey Unit Condition) has been added to the map.
5/6/2025	General	Raul Silva	Correction, the LBA Woods Coalition obtained over 6,000 signatures for our petition from our community .	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).
5/6/2025	General	Leah Melvoin, Ted DeBray, Peter Melvoin, and Sandra Melvoin	I am personally sick and tired of the constant threat of progress on LBA woods. Olympia has fought over and over again to protect and AGAIN there is a plan to destroy it. A road through the woods destroys the habitat. Full stop. FWIW, I oppose this plan. My husband opposes. My father and aunt also oppose. We ALL oppose this. There are other ways or don't have the road. Leave the woods alone.	In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan. Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log

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5/6/2025	General	Project A4, Log Cabin Road Connection	<p>Please remove the Log Cabin Extension Road from the Regional Transportation Plan.</p> <p>Construction of a road would degrade LBA Wood's growing value as a community asset. Since moving here in 2007, I've watched LBA Woods transform from a clearcut afterthought—with no meaningful forest management as WeyCo waited to develop it—to a maturing forest with a network of popular trails and growing ecological value.</p> <p>A major aspect of its appeal to people, plants, and wildlife is its intactness. One is able to get in the middle of the forest and lose contact the developed world about. That's of unique value.</p> <p>A road through the middle of LBA woods would destroy that. (Yes, we could go to a place like Rainier or Capitol Forest to lose contact but that would mean more driving—lol.) And people aren't the only one's who value the large block of woods. LBA provides a buffer from development and conditions that provide habitat and security. It's an important island in a network of habitat in the urban PNW. A road through the middle of LBA woods would destroy that. (Yes, there are places like Rainier or Capitol Forest that provide habitat and security but even those places would suffer as islands like LBA are lost.)</p> <p>Similarly, since moving here in 2007, I'm not seeing the traffic problem that this is purported to solve. I've watched the existing roads handle the capacity of commuters and local use alike—this through the thoughtful maintenance by the cities and county—to an effective road system with a network of well-used access that handles development.</p> <p>A major aspect of the existing road network has been how it blends with the community. One is able to get around without problem. And there is an associated high value land use. A road through LBA would negatively impact that. Build the extension and then you need to upgrade the adjoining roads. Larger roads would impact the neighborhoods these roads</p>	<p>Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/6/2025	Hannah McLean	Project A4, Log Cabin Road Connection	<p>run through. It would totally affect its character with increased traffic and associated noise, etc... We have a downtown that seems to be growing quite nicely—why do we need more urbanization. (Yes, we could go downtown when we wanted to go downtown.) Let's keep downtown downtown.</p> <p>Overall, the city and county have a unique asset with LBA Woods...and with the existing neighborhoods around it. Let's keep it that way. Please remove the Log Cabin Extension Road from the Regional Transportation Plan. Thanks for your consideration.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	Anne Kunkle	Project A4, Log Cabin Road Connection	<p>I have lived at the corner of Morse-Merryman and Humphrey St. for 35 years and for most of those years LBA Woods was held privately and posted No Trespassing. Since we voted for the creation of LBA Woods, I hike and play with children in it nearly every day. The only other place like it is Squaxin Park. To cut the Woods in half would be such a shame. It is used every day by bikers, dogs and their owners, runners, hikers, naturalists and for strolling for many aging people in the area. I hope you decide not to connect Log Cabin and Herman roads and leave LBA Woods intact.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/6/2025	General Marvin Doster and Maureen Damifio Doster	Project A4, Log Cabin Road Connection	<p>For over 25 years we have been residents of the Newcastle Neighborhood that is located immediately south of LBA Park here in Olympia. It has been a true pleasure to have been able to use and experience this wonderful urban green space all these years. Our children have grown up taking regular hikes through the park appreciating the natural spaces, the wildlife and the peaceful setting. This place is a 'gem' for our entire Thurston and Olympia community.</p> <p>Now, someone wants to put a roadway through this remarkable urban jewel. They want to bisect nature; impose on and eliminate the habitat of the wildlife that call this park home; add noise and air pollution to a pristine forested area; clearcut multiple acres of mature urban forest. They want to "alleviate" non-existent traffic congestion for all of the consequences that come with a roadway through our park. This is not progress. This is not environmentally sound judgement. This is not in keeping with the values of our community.</p> <p>We most strongly urge the Planning Council to REMOVE the Log Cabin Road Extension from the Draft Regional Transportation Plan. We adamantly OPPOSE the plan to extend Log Cabin Road through the LBA Woods Park.</p>	<p>included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General Jeanne McNelly	Project A4, Log Cabin Road Connection	<p>My backyard borders the woods and trails of the LBA sanctuary.. Just this winter, I have seen deer, coyotes, a porcupine, owls, woodpeckers, dove, blue birds and cardinals. Consider this wildlife habitat and let them live.</p> <p>No building was allowed on Yelm Highway because of suspected pocket gofer homes and heaven forbid if anyone wanted to build on a designated wetland north of town.</p> <p>Think of the many citizens who just like to get into nature for a mental health break. This would not be available if you cut a road through this acreage. Spending</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved</p>

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5/6/2025	General	Project A4, Log Cabin Road Connection	<p>\$100,250,000 is unthinkable on such a project. We have ample road access but not enough forest access and it is NOT replaceable!</p> <p>Please do not build a road through LBA park. We want to keep the park as is, no road is worth losing that much forest and habitat.</p>	<p>in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General	Project A4, Log Cabin Road Connection	<p>I'd like to give feedback on the Draft 2050 Regional Transportation Plan. I believe it would be a mistake to build a road through the middle of LBA Park. That would destroy the park that community members worked so hard to protect a few years ago. I'm surprised that this is even being considered. It seems tone deaf. It is like proposing to build a major road through Central Park.</p> <p>Automobiles are not an end unto themselves. There is a balance that must be struck between the community's needs. Urban parks are one of those needs. I live near Watershed Park and I jog there most days a week. And I bike regularly on the Woodland Trail and the Chehalis Western. It enables me to be happy. Many people value the LBA Woods the same way. Putting a road through it impacts many people's happiness.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General	Project A4, Log Cabin Road Connection	<p>Please take the Log Cabin Road Extension Road out of your draft Regional Transportation Plan. This road would mean clear-cutting 5 acres of mature upland forest in the LBA woods.</p> <p>That road would bisect the park, interrupt the</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it</p>

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5/6/2025	General	Project A4, Log Cabin Road Connection	<p>wonderful trails, degrade the wildlife habitat, and ruin the experience for everyone. My family uses the woods almost everyday as a respite against the stresses in our current environment. We walk all of the trails in the park and we really need the serene surroundings of these woods to maintain our sanity.</p> <p>I think the point of having a park is to have a place to get away from it all and this road would destroy that.</p> <p>I recently learned that there's a proposal to run a road through LBA park and am here to voice my strong opposition to this idea as a community member, ecologist, and out recreationist.</p> <p>It's insulting, honestly, to have to keep fighting for this incredible space that provides so much as a place for Olympians to recreate, recover, and exist. This would deeply impact local sports teams as well and the people who come to Olympia just for cross country meets.</p> <p>As one of the largest wooded areas in the city the displacement of wildlife would have a negative effect on not only the creatures that call LBA home but the surrounding neighborhoods that would be forced to expand into people's property in search of food and habitat during and after construction.</p> <p>This decision should be easy, for the emotional and physical health of the community, and for the city at large. Please keep LBA the way it is, we don't need a new road, especially when we already have one as unused as Morse-Merryman which could absolutely be expanded.</p>	<p>Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General	Jessica Grub	<p>I-5 and 101</p> <p>I have been a resident of Thurston County most of my life and for many years lived south of Olympia. The traffic between exit 108 and 103 headed south each day has been bad since I started my first job over 25 years ago. In regards to chapter 4 where it notates the</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia and Washington State Department of Transportation.</p>

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5/6/2025	General	Logan Kent Project A4, Log Cabin Road Connection	<p>increased south bound drive time-- the main pinch seems to be where people are being forced to merge onto I-5 and off of I-5 at hwy 101 at the same time-- people are not skilled at this and with heavier traffic over the years this just seems to get worse. After you get past that interchange, all traffic takes off again, but daily this creates congestion from about 2-6pm.</p> <p>This proposal would require the city of Olympia and WSDOT to work together on a different interchange with cars coming from the Capitol Campus and entering onto the interstate. I believe that all cars coming south on I-5 from Lacey/Olympia wanting to exit Interstate 5 to go onto Hwy 101 should exit at exit 105 instead of trying to two way merge at exit 104. If they exit at exit 105 and that essentially becomes a frontage road, connects with people who would be coming from the capitol campus at 14th AVE SE as one group of traffic then all parties who would be entering the existing on ramp from the capitol campus would either be continuing straight onto hwy 101 without having to merge off of I-5, and only the people who are wanting to merge ON to I-5 would enter the existing traffic flow on I-5.</p> <p>Does that make sense? This may require a bridge of some sort to be built by WSDOT from the existing exit 105 to connect to 14th Ave SE and then it would all be one group of cars heading to the Hwy 101 interchange. But the only cars that would be merging at that point would be the ones that wanted to get onto I-5 south.</p> <p>I hope that makes sense. See attached image. This could fix the flow of traffic headed south on I-5.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p>

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5/6/2025	General	Project A4, Log Cabin Road Connection	<p>I'm encouraging you to remove the log cabin extension off your transportation plan. It makes no sense to dissect a current unique city park or to spend the resources necessary to do this work in the current financial situation. Please leave this project to rest.</p>	<p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General	Project A4, Log Cabin Road Connection	<p>I'm writing to express my opposition to the planned extension of Log Cabin Rd. through LBA Woods, as mentioned in the Draft 2050 Regional Transportation Plan. LBA Woods is a beautiful example of an urban forest. Slicing it in half with a road will damage the environment, reduce the amount of carbon dioxide-absorbing tree cover, and disrupt a calm, rejuvenating forest oasis. LBA Woods deserve to be protected. Asking drivers to go around them is a small sacrifice for all we would gain.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General	Anonymous	<p>I'm writing to express my strong opposition to the proposed Log Cabin Road Connection — Project A4 — that would cut through LBA Park.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the</p>

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			<p>Our family deliberately chose to live in this area because of the access it provides to LBA's natural beauty. For me, it's more than just a park — it's a place where I can step away from the stress of daily life and reconnect with something quieter and more meaningful. It's where we spend time as a family, where my daughter can roam safely among trees, hear birdsong, and experience nature in a way that is increasingly rare in an urban setting. Preserving that experience isn't just about convenience — it's about protecting something irreplaceable. LBA is one of the last intact urban forests in our community. It supports local wildlife, provides an essential escape for residents, and strengthens both mental and physical well-being. Introducing a major road through it would permanently fracture this environment. It would degrade habitat, put wildlife at risk, and erode the sanctuary so many of us rely on. These kinds of spaces, once lost, don't come back. I'm also concerned that the justification for this project no longer makes sense. The traffic estimates assumed significant new development near the park — growth that isn't happening. Without that influx of residents, the need for this road extension is questionable at best. Why sacrifice a rare green space for a road that no longer serves its original purpose? Even looking at the bigger transportation picture, the logic falls apart. The corridor was meant to link Lacey with North Street in Olympia/Tumwater, but North Street cannot be expanded. Pushing more vehicles in that direction will only make congestion worse. On top of that, as I-5 traffic worsens, navigation apps will inevitably route drivers through our neighborhood and LBA Woods — turning a peaceful area into a high-traffic shortcut. This isn't thoughtful planning. It's short-sighted and contrary to the values our community cares about. Parks like LBA aren't vacant land waiting for development — they are crucial infrastructure for public health, community connection, and environmental sustainability. I urge you to protect what makes this place special. Keep LBA intact —</p>	<p>plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/6/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>for the sake of the community today and for the generations that will follow.</p> <p>I don't think you should disturb the peacefulness of the park with roads through it</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>Removing more wild spaces in Olympia is not the right move. LBA is important for public recreation, public health, and wildlife habitat. Cutting through the park for more roadway is so short sighted in my opinion.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General Anonymous	Project A4, Log Cabin Road Connection Wiggins	<p>Please don't build the Log Cabin Road Connection through LBA Woods. I appreciate the need for increased housing density in desirable areas, but this increased density will only make urban greenspaces like LBA Woods all the more valuable. The LBA Woods would be significantly degraded by noise, traffic, and pollution if you build a road right through the middle of it. People needing an East-West route can take Morse-Merryman or Yelm</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the</p>

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5/6/2025	General	Project A4, Log Cabin Road Connection	<p>Highway. Additionally, the money would be much better spent on updating Wiggins, the actual problem and bottleneck.</p>	<p>Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Olympia's Wiggins Road Reconstruction (Project C6) will relocate the ditch or build an underground stormwater conveyance and add sidewalk and bike lanes or a shared use path to at least one side of the street.</p>
5/6/2025	Trevor Redfern	Project A4, Log Cabin Road Connection	<p>There is a proposed connector road from Boulevard Rd SE to Wiggins Rd SE that cuts through the middle of the trails in LBA woods. I am strongly against including in this plan. I use the trails around LBA for recreation several times a week. LBA is a wonderful space and natural habitat within our city. Protecting these parks should be a top priority for our region as they are one of the things that make our city special. Placing a road here would ruin that. It would increase the noise and pollution to the fields at LBA park in addition to eliminating the trails. And from what I can see in this plan, there is limited value in return for any of this. Please do not include this road in your plans. Thank, Trevor Redfern Olympia Resident</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General	Project A4, Log Cabin Road Connection	<p>I am against creating a road through the LBA Woods. I know that the city council already voted to shelve the project, and I hope that you also vote against this plan. The woods and the trails have been so important to maintaining my physical and mental health. Having someplace nearby with so much space to experience nature has been amazing. I don't think I can express in words how much I cherish this space.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/6/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>Rock Candy Running has been hosting our Little Backyard Adventure races at LBA park and woods since 2019. What has started as a local trail run celebrating this incredible trails has since become an event of national recognition with runners from as far away as Ohio, Nebraska, Colorado and Southern California coming to Olympia, spending the weekend in our community and racing at our LBA event. We're not the only ones running these trails. The Olympia High School cross country team's home course is in these amazing woods and many other neighbors from near and far come and run LBA regularly. If the road would be built we most likely couldn't continue hosting this event, which would have an economic impact on us, the city, and quite frankly, would just be a huge bummer. Rock Candy Running strongly opposes the idea that we need another road there, and through these woods, destroying so much that the city loves, the neighbors regularly use and the animals and wildlife enjoy.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>The log cabin road project, to take place in the LBA roads, is an especially stupid project that will ruin incredibly important park for humans and animals. I urge everyone to reconsider uprooting such a previous forest.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>When we moved to the Olympia and searched for a home to buy, one of the things that was important to us was access to green space. Multiple times a week, at the end of our workday, we leave our devices behind and we walk just a block into LBA park. We pass by</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it</p>

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			<p>other families enjoying their time and baseball teams practicing. We continue into the woods and start our route through the weaving trails. We pass by people of all ages, enjoying their walk or run. We hear birdsong and enjoy the dappling light through the tree coverage. We enjoy this time away from busy streets and loud noises. Not everyone is as lucky as we are, to live in Washington state, to live in Olympia, to live in an area with this kind of green space. I understand that people need to get around town; we have all been managing to for quite some time. If the town is so concerned with transportation, I propose increasing the number of buses and routes to provide ample public transportation to the population. I have zero interest in my tax dollars going toward taking away from the good that LBA brings the community. This road would take away from that. The public needs space to unwind and enjoy the serenity that these winding, uninterrupted trails provide. I urge you to take this road off the books!</p>	<p>Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General	Project A4, Log Cabin Road Connection	<p>I moved to Olympia in August 2023 to Village Co-operative of South Sound. I moved because I wanted what your community has, and that is Parks and a sense of community. I lived in Indiana for 44 years. Your community is why I moved. I am writing as I do not want any destruction of LBA park just to build a road.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General	Project A4, Log Cabin Road Connection	<p>Please remove the proposed plan to build a road through LBA woods. I trail run here and walk my children and dogs. This is a valuable and quiet forest for recreation. The road through is unnecessary.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it</p>

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5/6/2025	General	Project A4, Log Cabin Road Connection	I oppose the new connection through LBA woods	<p>Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General	Project A4, Log Cabin Road Connection	The new road through LBA is not worth the damage to the woods and its wildlife	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/6/2025	General Anonymous	Project A4, Log Cabin Road Connection	Please remove consideration of roads cutting through LBA Park and woods. It is a treasure for the area and home to owls and other creatures. The woods are a heavily used asset. It's really not hard to drive around it using the existing roads.	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General Anonymous	Project A4, Log Cabin Road Connection	I applaud the council for looking ahead to the future for infrastructure planning and development but have some concerns about the current plan. Under the section titled new connections and alignments, there appears to be a road through LBA park, which is a much loved green space and forested area. I do not think the benefits outweigh the detriment to the community by removing that dense forested area in the neighborhood and implore you to leave that space as it is now.	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/6/2025	General Anonymous	Project A4, Log Cabin Road Connection	Please do not go through LBA. The woods are a part of what makes us special.	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional</p>

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5/6/2025	General	Project A4, Log Cabin Road Connection	I strongly urge removal of the Log Cabin Road connection from the Regional Transportation Plan. The City of Olympia removed the Log Cabin Road connection from its comprehensive plan in 2021. It should also be removed from the regional plan. LBA park provides a forested park and trail system that is needed in southeast Olympia. Urban forested trails and parks support the health of our community. Preserving the LBA woods will be even more important to the community as the population of Olympia and Thurston County grows. Extending Log Cabin Road, a major collector, through the park will destroy the integrity of the trail system, adding noise and pollution. The woods and trails within LBA Park are a vital asset to the community. Any plan that proposes to pave a road through this remaining forested area of Southeast Olympia should be permanently removed from the Regional Transportation Plan.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/6/2025	General	Project A4, Log Cabin Road Connection	Save and protect LBA Park. No road through the middle. It's so important to protect our limited green spaces. It's essential to our community and health.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/7/2025	General	Project A4, Log Cabin Road Connection	My feedback. Build it. The roads, Wiggins, Morse-Merrymen, etc are more dangerous the way they currently are	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the

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			<p>being used. A road cuts thru Squaxin Park and it's just fine. If people want to live in a city, they need roads built to accommodate growth. Tough toodles to the NIMBY's. Thanks for listening.</p>	<p>plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	General	Project A4, Log Cabin Road Connection	<p>Please do not continue with A4: Log Cabin Road Connection. This is one of the few larger natural areas in our community. Putting a major road through it would destroy what it means for everyone. Morse Merryman Rd isn't that far away and serves the same purpose. Certainly, improvements to that route makes more sense and preserves one of the few larger natural areas that we have.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	General	Project A4, Log Cabin Road Connection	<p>Please permanently remove the proposed Log Cabin Extension Road from LBA Woods. This extension no longer makes sense and will destroy one of the most popular Olympia city parks. When the road was initially proposed, it would have served the new housing developments in the 1990s. Those housing developments never materialized when the City of Olympia purchased most of the area to serve as a public park in 2016 and 2017. The proposed road would bisect the wooded parkland and create unnecessary traffic noise, street crossings, exhaust fumes, and generally disrupt a park that is very well-loved by</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/7/2025	General	Project A4, Log Cabin Road Connection	<p>Olympia residents. It also violates the Thurston Climate Mitigation Plan and the Thurston Climate Adaptation Plan to reduce greenhouse gas emissions. Preserving urban forests is certainly an essential element in those goals. Surprisingly, this extension keeps getting proposed despite the longstanding, consistent, and wide-ranging voices opposed to this action. These include park users, homeowners, commuters, and taxpayers who would have to bear the cost of road construction since the original housing developers won't be paying the costs.</p> <p>Perhaps it is time to stop proposing the extension and find another solution. Otherwise, Olympians will continue to vehemently oppose the plans.</p>	<p>included in future versions of the Regional Transportation Plan.</p>
5/7/2025	Mike Ruth	Project A4, Log Cabin Road Connection	<p>I am writing to express my strong opposition to the inclusion of the Log Cabin Road Connection (Project A4) in the Draft 2050 Regional Transportation Plan. While I support strategic and sustainable transportation investments in our region, this particular project raises serious concerns regarding environmental integrity, community safety, responsible land use, and opportunity cost. Please delete Project A4 from the Draft RTP. In the 1990's the 'Log Cabin Extension' was planned as an arterial road, to be constructed during the eventual buildout of around 900 homes in the property adjacent to the Little Baseball Association ballpark on Morse-Merriman road. The road construction would have been paid for by the housing development company.</p> <p>In 2014, we homeowners of the City of Olympia approved a Metropolitan Parks District (MPD). We voted - by a solid majority - to tax ourselves for the purpose of preserving and improving city parks. A portion of the MPD funding was used to purchase and protect LBA Woods Park, specifically to conserve its natural beauty and forested environment for open space benefits and non-motorized hiking and biking recreation and associated public health. The Log Cabin Extension road plan should have been deleted from the transportation plan</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/7/2025	General Jeanne McInelly	Project A4, Log Cabin Road Connection	<p>when the LBA Woods Park was established. Including Project A4 in the transportation plan contradicts the public's clear intent to protect this land. Even worse, the plan asks taxpayers to fund the construction of a road that would subvert the public investment we already made in long-term park preservation. Your plan is asking us to pay about \$12 million to build a mile of road, that wrecks the character and purpose of the open space park we already paid \$12 million to establish. This plan makes no sense!</p> <p>I am confident that you will read many other arguments against Project A4 and the degradation of the LBA Woods Park the road will cause. Please listen closely to them: the appeals for habitat conservation, benefits of multi-modal transportation policy and reduction of vehicle mile travel (VMT), the disruption of drainage, concerns for pedestrian safety, and emissions and noise reduction, mitigation of urban sprawl, and more.</p> <p>The planned Log Cabin Extension road is an idea that no longer provides public benefit, while causing public cost. Continuing to plan the construction of Project A4 will degrade a public space and erode public trust in the very notion of thoughtful urban planning that can respect non-motorized quality-of-life in Thurston County.</p> <p>Thank you for allowing public comment on this draft transportation plan.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be</p>

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5/7/2025	General	Project A4, Log Cabin Road Connection	<p>We LOVE those woods. We LOVE the park. We know it is habitat for many wild species from birds and mammals to little creepers and crawlers: amphibians, reptiles, snakes, bugs, trees and flowers and bushes. PLEASE do not destroy it with a road right through the park. That would be environmentally devastating. Please find another way. Thank you.</p>	<p>included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	General	Project A4, Log Cabin Road Connection	<p>This is written to indicate my strong opposition to planning to run a Log Cabin Road Extension through the LBA Woods park area. While the baseball and soccer fields, tennis courts, and playground equipment are enjoyable for many, others of us prefer enjoying the paths through the woods. We can walk, run, take our dogs, enjoy birds, squirrels, and some peace in the woods. Having grown up in the Puget Sound area, I've learned that some attributes of a place are more valuable than increased vehicle access or space for housing developments. Just look at all the for-rent signs going up Yelm Highway. We need to preserve our green spaces to maintain our quality of life here.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	General	Project A4, Log Cabin Road Connection	<p>With this letter, I urge you to remove the Log Cabin Road Extension (Project A-4) from your draft regional transportation plan, What Moves You 2050.</p> <p>I am opposed to the proposed road because it will permanently ruin the beautiful LBA Woods in southeast Olympia.</p> <p>NOTE: In this document, the "LBA Woods" refers to the wooded portion of the LBA Woods and Park, a public park owned by City of</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the</p>

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			<p>Olympia. The land for the original 22-acre LBA Park was given to the City of Olympia by the Little Baseball Association (LBA) and was developed with ballfields, a playground, picnic shelter, and tennis courts. The 133+ acres of mature upland forest behind this park, is known locally as the LBA Woods and was acquired by the city as parkland in 2016-2017. This proposed road means our community will lose a beloved park with...</p> <ul style="list-style-type: none"> • INTEGRITY: The proposed Log Cabin Road Extension would bisect the LBA Woods and destroy the four-mile trail network. The loss of 5 acres might not seem significant at the regional level, but this loss will destroy the ecological integrity and contiguity of the forest habitat for wildlife. It will disrupt the carefully planned trail system and degrade the recreational values of the LBA Woods. • SHARED USE: Parkgoers and the City of Olympia Parks Department staff collaborated over three years to design the city's first multi-use trail system—with trails designated for bikes-only (bikes are usually not allowed in Olympia's parks), for walkers/runners only, and an off-leash dog trail, as well as shared-use trails. Beautiful trail signs and sturdy signposts were installed in 2024, through the Parks Department and a local Eagle Scout. • FUNCTIONALITY: Some proponents of the proposed road have argued that there are roads through Squaxin and Watershed Parks and no one is complaining about those. True, there are roads through these parks; however, in the case of Watershed Park, there are no trails and no parking on the west side of Henderson Rd., which bisects the park. Boston Harbor Road bisects Squaxin Park, but this 314-acre park is twice the acreage of the LBA Woods, has multiple parking areas, and one two-lane bridge for vehicles and pedestrians cross Boston Harbor Road. • ACCESSIBILITY: The LBA Woods offers parkgoers what Squaxin, Watershed, and other regional parks do not: 133 acres of parkland free from paved roads, parking lots, and other infrastructure. The LBA Woods trails are on a 	<p>Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/7/2025	General	Project A4, Log Cabin Road Connection	<p>gentle grade suitable for members of our community who cannot manage the steep and more challenging terrain of other parks. The unpaved LBA Woods trail system includes beautiful "low-barrier" trail loops for those with mobility challenges. The trails are popular among seniors, families with small children, and those using baby strollers.</p> <ul style="list-style-type: none"> • SAFETY: The proposed road (construction and use) will make the trail system unsafe. Currently, the main access into the LBA Woods park is via three pedestrian entrances from LBA Park. This developed park features two parking lots (off Morse-Merryman and off of Amhurst). Visitors to the LBA Woods use these lots to safely access the connector trails into the LBA Woods. The proposed road would require parkgoers to cross the road to access the trails. Additionally, the proposed road would sever the trails system at ten separate points. • ECOSYSTEM SERVICES: The 133-acre LBA Woods serves vital ecosystem functions such as sequestering carbon (in trees and soil), mitigating flooding, recharging aquifers, storing water in seasonal wetlands, and purifying and cooling our air. Existing forests are our best defense against rising CO2 emissions. The LBA Woods is classified as a mature upland forest, with the oldest trees just shy of 100 years. Scientific research shows that as forests get older, the trees and the soil absorb and sequester more carbon every year. Cutting five acres of trees and paving over the forest soils eliminates the potential for these acres to contribute to carbon sequestration. To meet any of Thurston County's climate goals, we must leave mature, functioning forests in place. <p>Thank you for considering my comments on the draft transportation plan. Please vote against project A-4 in this plan.</p>	<p>I just heard of a new road project that would cut through the LBA woods. If you would like any information about how this area is used for running recreation and the amount of impact that it would have on community use, I would</p>
				<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies</p>

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5/7/2025	Bonnie Shorin	Project A4, Log Cabin Road Connection	<p>be happy to provide this. Hopefully you have already heard voices on this before making a decision, but as a local runner, coach, race director, and outdoor enthusiast I would be happy to provide useful information on how this could impact many thousands of people. Thanks for considering and please contact me if you have questions,</p>	<p>will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	General	Project A4, Log Cabin Road Connection	<p>My family, my neighbors, and my friends all live within walking distance of LBA woods and consider it a significant amenity. It is a boon to health and well being to have a small oasis of nature accessible. It is a location for solitude, and equally a location for friends and acquaintances to meet up intentionally or coincidentally. It's a place for solace, gratitude, relaxation, listening, learning, laughing, calm, reflection, and joy, in any combination. So, that same community of family, neighbors, friends, and other similarly situated people, worked long and hard to keep LBA woods from being developed into housing. We are proud of the win for our community. Apparently we cannot rest. The planned road of course was logical when that development was on the table, but it is No Longer on the table and thus the road should be similarly removed from the regional plan. Leave the woods intact for the flora, fauna, birds, bees, its delightful ecosystem that nurtures the community of people who surround it. No Road. Please.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	Agency	WSDOT	<p>Chapter 4 WSDOT Facilities</p>	<p>Staff updated the information on page 138 to be consistent with the new figures WSDOT provided.</p>
5/7/2025	General	Project A4, Log Cabin Road Connection	<p>Mary Gibbons</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies"</p>

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5/7/2025	General	Project A4, Log Cabin Road Connection	<p>I wanted to express my concern about the possibility of a road being ran through the LBA woods. I have been a lifelong resident of the Thurston county area and have regularly used Morse Merryman road between Lacey and Olympia since around the mid 1990's. I currently walk in the LBA woods three or four days a week.</p> <p>For years I can recall the horrible mess and backups along Boulevard road and many of the side roads between Yelm Highway and 22nd Avenue. Since the roundabouts were installed along Boulevard road I have rarely seen any traffic problems that would justify using tax payer money to take so much from the citizens of Thurston County for so little gain.</p>	<p>(Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	General	Project A4, Log Cabin Road Connection	<p>The City Council of Olympia has removed the LBA Road from their maps, it's time for the TRPC to do the same.</p> <p>The TRPC is looking at the LBA Road issue through the wrong lens. You see population growth making the road necessary. But that exact same population growth will increase the value, and the public's desire to preserve urban open-spaces like the LBA Woods. So it comes down to what we value most.</p> <p>It's not the role of traffic planners, whose training and jobs are to come up with the optimal way to move vehicles, to prioritize other values. Values that create a healthy and sustainable community. No, that is not their job. But it is the job of our elected officials.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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			<p>included in future versions of the Regional Transportation Plan.</p>
	<p>Let me put it in terms elected officials understand. You are planning for a road in 15 to 20 years that today's voters do not want. If you think we care a lot about this, how do you think the generation of voters coming of age in the next decade are going to feel about it? Do you think they will be more or less environmentally conscious?</p> <p>Building a road through the park will degrade the LBA Woods value to our community's mental and physical well-being. I suggest you drive up to the LBA Woods and get out of your car and walk on the trails. When you meet up with others along the trail, ask them if they would like to see a road come through right where they are standing? Ask them if they would like to have the sound of the rustling leaves and bird songs replaced with the whine from motorcycles? Would they like the smell of the pine needles replaced with diesel from a log truck? Would they feel safer walking with their kids and dogs near a busy road instead of a trail? To be fair, tell them what they get in exchange for what they are losing. Tell them they will save 3 minutes on a commute should they want to drive to Lacey. Then listen to what they value more.</p> <p>Project A4 is not a road to a healthier community. It is not a road to a more sustainable Thurston County. It is not a road to a better future for our children. But it is not too late for you to take a different path.</p> <p>I explore the TRPC to take to heart the will of the community to remove the planned road through the LBA Woods.</p> <p>In the end it is about values. The values which we choose to prioritize. Human, community, and environmental values that come from protecting a treasured natural area or the value of shaving 3 minutes off a future commute or a delivery by an autonomous vehicle.</p> <p>Stop planning and spending as if the road will go through the park. It is not a wise investment. Elected officials should know that a traffic demand model won't tell them what values the public holds dear. I would listen closely to the</p>		

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5/7/2025	General	Lynn Fitch Project A4, Log Cabin Road Connection	<p>voice of the people. Our elected officials should reflect our values.</p> <p>[STAFF NOTE: See the full record for the photos associated with this comment.]</p> <p>I am writing to you today to express my concern and dismay over the draft Regional Transportation Plan, which would clear cut 5 acres of the LBA Woods and put Log Cabin Road through the middle of this priceless forest. I walk for hours every week in those woods. I have done so rain or shine since moving here 5 years ago. It is quiet, peaceful, beautiful and full of wonder. I have seen deer, coyote cubs, frogs and all types of birds. It is home to huge old moss covered trees, a fascinating collection of shrubs and bushes, flowers, mushrooms, berries and ferns.</p> <p>The LBA Woods is a priceless treasure. An interwoven, diverse ecosystem. To disrupt it as suggested in this Plan, will destroy it forever. Habitat for all the creatures who live there, and call it home, will never be the same. I drive that area all the time, there is no need to extend Log Cabin Road through a forest that we can never replace.</p> <p>I walked there just yesterday, that is when I saw the notice about the Regional Transportation Plan. I was horrified. When was the last time any of you walked those trails? Heard the birds chirping? Saw the shadows and the sunlight through the trees? Marveled at the wonder of nature, a blessing from God? I suggest you do so before you vote on this draft Regional Transportation Plan.</p> <p>If you have any questions about what I have written or my concerns, please do not hesitate to contact me. My information follows, as does a few photos I took yesterday as I gratefully walked in LBA Woods.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	General	Jim Lazar Project A4, Log Cabin Road Connection	<p>I write in support of the removal of the Log Cabin Road extension from the TRPC 2045 Plan map.</p> <p>This road was planned when the Bentrige and Trillium developments were expected to include approximately 1,000 dwelling units. The</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it</p>

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5/7/2025	General John Payne	Project A4, Log Cabin Road Connection	<p>developers were expected to pay directly to construct about two-thirds of the road (from Boulevard Road to Sugarloaf, and also to pay approximately \$4,000,000 in transportation impact fees to help pay for the balance of the road, from Sugarloaf to Wiggins. Those development will not happen. The costs would fall entirely on the public. That land is now permanently acquired by the City of Olympia for open space. There is no need for the road, since there are not 1,000 additional dwelling units. There is no prospective source of funding for the road. It is a safe assumption that the road will not be built. It should come off the TRPC map, just as it has already been removed from the City of Olympia map. I urge adoption of the amendment proposed by the City of Olympia. The TRPC should take action where the Transportation Policy Board failed to do so.</p>	<p>Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	General John Payne	Project A4, Log Cabin Road Connection	<p>As you can see from the date of the original email, we are revisiting this same threat to LBA once again. I just want to voice my strong opposition to this idea. Destroying a beloved public and natural space in the heart of the city makes no sense. Please stop prioritizing cars over people and community.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>As longtime residents of Olympia and almost daily users of LBA Park and woods, we are writing to insist that the Log Cabin Road extension be removed from the 2045 Regional Transportation Plan for the following reasons: The park and woods are an important part of the life of the hundreds of daily users including dog walkers, runners, bicyclists, baseball and soccer players. Building a road through a</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to</p>

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5/7/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>neighborhood recreational area is unconscionable considering that it would: Bifurcate the park from the woods, exposing users of both to unacceptable major increases in noise and air pollution from traffic on the road. This, in turn, would lead to fewer residents enjoying the peaceful respite the part/woods provide from daily noise and air pollution. Result in significant negative impact on wildlife in the area, altering mating patterns, bird song changes and road kill from animals crossing the road and birds being hit by cars. Encourage more driving, less walking, running and bicycling and result in long-term civic health impacts in our community. Elena and Nastasha Garrison</p> <p>I do not support putting a paved road through LBA Park. LBA Park is a special, awesome place. I visit the park and walk its trails every weekend. Putting a road through the park would destroy its beauty and sense of peace. Olympia's parks are crucial to our community's well-being and we need to preserve them. Please change the plan and remove the alterations to LBA Park.</p>	<p>understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>I do not support putting a paved road through LBA Park. LBA Park is a special, awesome place. I visit the park and walk its trails every weekend. Putting a road through the park would destroy its beauty and sense of peace. Olympia's parks are crucial to our community's well-being and we need to preserve them. Please change the plan and remove the alterations to LBA Park.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	General Anonymous	Project A4, Log Cabin Road Connection Wiggins Road Morse-Merriman	<p>Wiggins road could really use some improvements. I see cars go off the road frequently and there's nowhere for pedestrians to walk. The addition of a couple of roundabouts at Morse-Merriman/Wiggins intersection and the Herman/Wiggins intersection it really makes the street a lot safer, slowing traffic to a reasonable speed and improving flow during rush hour. Also, adding another road that connects Log Cabin through to Herman is a poor choice. Traffic flow at the Boulevard Log Cabin roundabout as well as the Morse-Merriman/Boulevard</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved</p>

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5/7/2025	General	Project A4, Log Cabin Road Connection	<p>roundabout is good. Sacrificing acres of trees for pavement is a sorry and tragic trade-off. Improving the Morse-Merriman/Wiggins and Herman/Wiggins intersections would do a lot to help with east-west traffic flow.</p>	<p>in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Olympia's Wiggins Road Reconstruction (Project C6) will relocate the ditch or build an underground stormwater conveyance and add sidewalk and bike lanes or a shared use path to at least one side of the street.</p>
5/7/2025	Anonymous	Project A4, Log Cabin Road Connection	<p>It is my understanding that there is a plan to make a road through LBA Park; I believe it's called the Log Cabin Extension. This is an extremely unacceptable plan as it would affect the experience of the many community members that enjoy this park; referred to many as their favorite. It has been an outstanding place for local home owners, bird watchers, runners, walkers, many locals who simply enjoy the forest without needing to drive too far, a great place to take children, and so much more. A road going through this pristine, well maintained park (many of which are volunteers who understand the significance of it to the community) would be a devastating blow that would then mean more noise from traffic, the need to cross a road to access each side of the park, in addition to the removal of trees and land that would impact wildlife, and more. I could go on more yet I think that what I have stated already should be enough to say "NO" to this plan. I appreciate the Council, the City, the County, considering my comments, as well as comments from others, as serious as if someone wanted to degrade your own property and the habitat of the natural world, and cease any further efforts or discussions of such a tragic idea. Thank you most sincerely.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	Anonymous	Project A4, Log Cabin Road Connection	<p>The plan to intersect the LVA woods with a road Costing \$100 million is ill advised. These Woods serve the community and wildlife. They are irreplaceable. The community voted several years ago to protect these trees in the Olympia park system. Please observe this vote.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the</p>

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5/7/2025	General	Project A4, Log Cabin Road Connection	The loss of this irreplaceable natural space goes against the values we hold in Olympia. This forest provides clean air, a vital habitat for wildlife, and a peaceful retreat that supports our mental well-being. Its destruction would be a significant blow to the communities of Southeast Olympia. What we need in Olympia is not more roads—but more forests.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/7/2025	General	Project A4, Log Cabin Road Connection	Please remove the proposed connection through LBA Woods and Park! The park is an incredible local resource and the connection provides very little benefit, with extremely minimal savings. Those savings are not worth the cost of disrupting a green space used by our community. Please remove the proposed connection through the woods so that it is not brought up again in the future. In addition, I am strongly in favor of the E Street Connection and the positive impact it would have on those of us who use that corridor on a regular basis.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/7/2025	General	Project A4, Log Cabin Road Connection	These woods have been here so long and are part of the heart of our community. We're running out of parks and need them.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies

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5/7/2025	General Anonymous	Project A4, Log Cabin Road Connection	I don't want a road through the LBA woods. The trails are great and the park feels "natural the way it is. Keep it the way it is please!!	<p>will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/7/2025	General Anonymous	Project A4, Log Cabin Road Connection	Please do not include the Log Cabin Road Connection from future consideration. This road will have devastating impacts on existing parks and recreational uses of LBA park.	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/7/2025	General Anonymous	Project A4, Log Cabin Road Connection	I am in serious opposition of the concept of putting a road through the center of LBA park in Olympia. These woods provide a sense of solace, peace and physical fitness for me and my family and this is one of my favorite things about Olympia. I remember trying to learn to navigate this park when I first got here and now there's improved signage, but I was very proud of the 4 mile loop I've been able to put together in this park which would now be bisected by a noisy road, severely degrading the value of the remaining elements of the park for personal recreation. Preservation of our public lands should be a high priority. I personally have not witnessed much traffic congestion in the area to date and don't find driving around to be problematic.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/7/2025	General Anonymous	Project A4, Log Cabin Road Connection	No road adjacent to LBA park and woods please.	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/8/2025	General Baxter Lee	Project A4, Log Cabin Road Connection	I'm writing as a local mental health intern and resident who relies deeply on the woods in LBA Park—both personally and professionally. As a therapist working with young clients, I regularly use the trails to support mindfulness, grounding techniques, and emotional regulation. These walks are not just therapeutic; they're often a lifeline for clients struggling with anxiety and trauma. LBA's woods provide a quiet, restorative space that simply cannot be replicated elsewhere. Paving a road through this environment would	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional

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5/8/2025	General	Project A4, Log Cabin Road Connection	<p>irreparably change its atmosphere and compromise the calm and privacy so essential to healing work. I've personally spent dozens of hours walking those trails over the years, and I've seen firsthand how much the forest supports mental health—both my clients' and my own.</p> <p>Please consider preserving this rare and meaningful natural space, not just for recreation, but for the emotional and psychological wellbeing of our community.</p>	<p>significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/8/2025	General	Project A4, Log Cabin Road Connection	<p>I write to voice my dismay on learning about the proposed road that would bisect the LBA woods. These woods are a treasured retreat within our urban environment. A road through the middle would interrupt trails, create crossings that pose a danger to families with small children, like mine, and destroy precious habitat.</p> <p>My family enjoys these woods multiple times per week, and we witness people of all walks of life benefiting from their sanctuary. In Japan, the experience of wandering in nature is termed "forest bathing," and it is actually prescribed by physicians to help lower blood pressure and improve mood. Having a place to "bathe" that is both isolated from local traffic and conveniently located is an unparalleled community benefit. Please, protect this wonderful resource. Remove the proposed extension road from the draft Regional Transportation Plan.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/8/2025	General	Project A4, Log Cabin Road Connection	<p>My family and I are firmly opposed to the proposed road that would bisect the LBA Woods. We love visiting LBA and hiking through the forest there. This public forested space is part of what makes Olympia a great place and one of the reasons we choose to live here. As someone who lives close by, driving from Boulevard to Wiggins is not difficult. Traffic is never heavy on Morse Merryman and traffic on Yelm Highway between Boulevard and Wiggins is not a problem. This road is not necessary.</p> <p>Keeping forested space is important for the environment and for the community. Please do</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log</p>

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5/8/2025	General Tammie Smith	Project A4, Log Cabin Road Connection	<p>not damage these woods and the wildlife living in them. It would cause damage to a beloved forest and be a waste of taxpayer dollars. Our planet is already suffering—the last thing we need to do is cut down more trees.</p> <p>Hello! I live in the Wilderness subdivision and use these woods to walk every day, sometimes multiple times a day! We purchased a home here because of the LBA Woods. Our daughter is disabled and must use a wheelchair to be ambulatory. These woods provide her with quality of life because the trails are so accessible and accommodate her wheelchair. A road through here will be devastating to all. There is no reason for this road as there will never be any homes or apartments built through here. PLEASE PLEASE save our woods for the people and for the wildlife!!!</p>	<p>Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/8/2025	General Jeanne McInelly	Project A4, Log Cabin Road Connection	<p>If your office cuts a road through the LBA woods, it will just increase traffic on Wiggins which currently is narrow and dangerous. More traffic will just make the situation worse. It doesn't take an engineer to look at the ramifications of this ill-advised move.</p> <p>The incline of a proposed road east from Log Cabin is formidable. Cars could only accelerate to make it up that hill making it hazardous and a danger to Boulevard traffic. The alternative would be to cut the hill down which would take millions of truck loads to haul away that much dirt. Think about the long-term costs!</p> <p>Leave the woods alone so people, dogs, wildlife, trees and endangered plants can enjoy this precious piece of real estate. It's a "no Brainer."</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/8/2025	General Jeff Ellison	Project A4, Log Cabin Road Connection	<p>Thank you for the opportunity to comment on the Regional Transportation Plan and I appreciate that you will take citizens comment seriously and re-evaluate specific concerns raised in the plan.</p> <p>I must object to the specifics of A4 - Log Cabin</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it</p>

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			<p>Road Extension. At a minimum, this project destroys one of the few old growth timber stands in the developed portion of the county. The plan starts out by stressing the importance of the environment, climate change, mitigating environmental damage and then proposes this project that is in direct conflict with the ideals the plan exposes to hold dear. This project appears as just a short cut for very limited traffic at the expense of the area of LBA Woods. The damaged caused by this project will destroy the values of LBA Woods in totality and not just the road way directly through the center of the woods. To destroy LBA Woods with this project is on conflict with the wishes of the citizens of Thurston County. While looked at as a whole, the Determination of Non-Significance of the Plan may be appropriate, the Significance of Environmental Impact on the area of LBA Woods by the Log Cabin Road Extension is extreme and should be rejected by the council on this basis alone. There is no reason to destroy LBA Woods for the sole purpose of connecting to Wiggins Road when there are plenty of other routes to manage the limited traffic that uses this route. I'm requesting the removal of the Log Cabin Road Extension project from the plan. Thank you for the opportunity to comment.</p>	<p>Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/8/2025	General	Project A4, Log Cabin Road Connection	<p>I am writing to say NO--- please do not build a road through LBA park. We need land that gives us (and our dog friends) a place to walk that refreshes our souls with sounds of nature and signs of life -- DO NOT RUIN THIS PARK with a road through it. What is needed is for wider lanes and bike paths on the roads on the north and east sides of LBA park so that all of us can stay safe while traveling to the Chehalis Western bike path and throughout our neighborhoods.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/8/2025	General Anonymous	Project A4, Log Cabin Road Connection	Why spend the money to extend the road? when you can drive from log cabin RD se. North .3 mile on Boulevard RD SE to roundabout and take existing road Morse-Merryman RD SE to Wiggins RD SE. It Looks to redundant to have cross overs to Wiggins so close together. In this time of budget issues, please rethink the project. Thank you	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/8/2025	General Anonymous	Project A4, Log Cabin Road Connection	I am writing to you as a resident of the neighborhood directly adjacent to the north side of LBA Woods and as someone who deeply values both the tranquility and community character we have collectively nurtured here. I strongly request that the proposed Log Cabin Road connection be removed from Thurston County's Regional Transportation Plan. While I recognize the regional intent behind enhancing connectivity, constructing a road extension through LBA Woods would significantly disrupt a beloved community park and the local neighborhoods surrounding it. LBA Woods serves as a vital green space, offering a peaceful sanctuary for residents, a habitat for wildlife, and recreational space that improves the quality of life in southeast Olympia. The proposed street connection threatens the integrity of this precious resource and diminishes the character of the community. The acquisition of LBA Woods was strongly supported by local residents precisely because of its preservation as a natural area. Turning part of this area into a roadway, even a narrowed one, contradicts the community's clearly expressed vision and undermines our collective investment in the park's preservation. Additionally, I urge the Council to consider alternative solutions that better align with environmental sustainability	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.

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5/8/2025	General	Project A4, Log Cabin Road Connection	<p>goals and community preferences. The pursuit of additional street infrastructure through cherished green spaces seems counterproductive at a time when our city prioritizes reducing emissions and enhancing non-motorized transportation options. We as a community are committed to working alongside planners to explore more innovative solutions that preserve our neighborhood's charm and protect essential natural habitats. Please remove the Log Cabin Road connection from your long-term transportation plan, and instead, join us in seeking alternatives that reflect the values and vision of the Olympia community. Thank you very much for your consideration and support. Sincerely, A concerned resident.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/8/2025	General	Project A4, Log Cabin Road Connection	<p>Quality of life defines exceptional communities. Transportation has a direct influence on quality of life, and on the desirability of a city. So, too, does recreation and parks. Planning for the future must balance the demands for commerce and transportation with the provision of recreational opportunities, parks, and green space. To maintain the quality of life that we have built here in Thurston county and the City of Olympia, parks and green space must be preserved where possible. We have in the LBA park and woods a popular and valuable community asset. It needs to be preserved for future generations. Extending Log Cabin Road will benefit few at the cost of many. I request that all measures be taken to preserve this asset.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional</p>

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5/8/2025	General	Project A4, Log Cabin Road Connection	<p>are there, and we walk there. A road bisecting this park is a terrible idea and seems like a strange holdover from a former document. Clear-cutting 5 acres of mature upland forest to construct an unnecessary road is absolutely indefensible. We just lost the 5-acre McGrath Woods to large single family homes just down the road - we are slowly but surely losing our green space and older trees from Olympia and it sickens me. I expect better from the capital city of the Evergreen State. I am a professional wildlife biologist and these green spaces within urban areas are ESSENTIAL for wildlife to thrive. Bird and insect populations are in freefall - (https://www.xerces.org/press/study-finds-that-us-butterfly-populations-are-severely-declining, https://www.stateofthebirds.org/2025/executive-summary/) - and we sit here and wonder why as we destroy as much of their habitat as we possibly can. This is not just about rare and endangered species - species like American robins are in decline. We cannot cut mature trees for unnecessary developments and not own the consequences of such actions. Environmental regulations do not do enough to protect common species and urban wildlife habitat - the things that make a neighborhood worth living in and greatly increase our quality of life. High biodiversity in our vicinity is as important for life satisfaction as our income! (https://www.sciencedaily.com/releases/2020/12/201204110246.htm) Please do not make their irresponsible choice of building this road. Those of us who live in the neighborhood of LBA Woods do NOT want this. The road will bisect the park, interrupt trails, degrade wildlife habitat, and ruin the experience of this wooded urban park for everyone. Do the right thing and remove it from the 2050 Regional Transportation Plan and any future plans.</p>	<p>significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
	Anonymous	Project A4, Log Cabin Road Connection	<p>"Log Cabin Road Connection" - Comment in support of removal of this project from the Regional Project List. Our family recently moved to the vicinity of LBA Park near Boulevard Road SE. One of the factors that drew us to this area when looking for a home</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it</p>

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			<p>was the expansive park and woodland area available for recreation. We have already taken many hikes around the trails with a visit to the playground as one of the "incentives" to get small children motivated. LBA Woods and their connection to LBA Park is a fantastic local way to recreate while also enjoying wildlife, natural forest habitat, flowers and much more. Walking into the park is like finding an oasis an area otherwise heavily impacted by people. It was with dismay that I learned there are plans at TRPC to effectively rip the heart out of this park. Creating a roadway that would separate most of the woodlands from the park, destroying natural woodland habitat. This road would reduce the hiking trails, impact the now tranquil space with road noise, create crossing hazards for visitors attempting to recreate in both halves of the park, add additional impervious surface area, while drawing traffic through the North Street area which is already adversely impacted by high volumes of traffic and restrictions to growth. I understand that the original plans for this connection were in part due to the approx. 1,000 home development intended for this site. In which case the creation of a road would have not only made sense it would have been necessary. I also understand that another part of this regional plan was to create connection between Lacey (Herman Rd) and Tumwater (the aforementioned North Street). However the City of Olympia has already removed this connection from their Comprehensive Plan (2021). While TRPC, despite the Growth Management Act, decided to keep this road in your plan (2023). It seems alignment with the Growth Management Act would see this connection removed from the Regional Transportation Plan until, and unless, a joint agreement to return it was arrived at by both the City of Olympia and TRPC. There are many other reasons in favor of removal of this from the Plan. Just a few include: 1. The TRPC Stormwater Road Retrofit which looks to improve water quality and reduce pollution generated in large part by Road Impervious</p>	<p>Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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			<p>Surface, run-off, etc. By avoiding the creation of new roads in areas of Natural Woods land environments, and focusing funding on improving stormwater infrastructure on existing roads you achieve these goals. 2. City of Olympia Comprehensive Plan ("Olympia 2045") Natural Environment Goals and Tree Canopy Assessment. PN1.4 Promote programs and policies that protect and restore natural systems such as wetlands, streams, riparian areas, shorelines, and stands of mature trees. PN2.2 Preserve land when there are opportunities to reduce habitat fragmentation and protect the most environmentally sensitive or socially important landscapes. PN2.1 Evaluate, acquire and manage land by a set of priorities that considers the full spectrum of environmental, social, cultural, and economic benefits, such as Tribal treaty rights, stormwater management, wildlife habitat, access to nature, recreation opportunities, and environmental justice</p> <p>PN2.2 Preserve land when there are opportunities to reduce habitat fragmentation and protect the most environmentally sensitive or socially important landscapes. PN5.5 Limit or prohibit uses that pose a risk to water supplies in Drinking Water (Wellhead) protection areas based on the best scientific information available and the level of risk. Require restoration of any such areas that have been degraded. ***This area include Wellhead Protection Areas*** In addition to the above the natural environment is currently under attack. Federal Public Lands are being opened by our current administration for mining, gas and oil exploration, logging and possible privatization. Protecting State, County, and Local forested spaces will become more important as we lose access to, and possibly lose, National Forest, BLM, and other public lands. Saving spaces of contiguous natural forest and wildlife areas to help with Climate Change, Species preservation, health and quality of life falls to us. I encourage you to remove this Road Extension from the Regional</p>	

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5/8/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>Transportation Plan to align with the many goals of our community.</p> <p>I am a 6th grader who lives in the Wilderness neighborhood. Every week my friends and I spend time exploring, walking and getting together in LBA woods. The park is a place that we can explore and be outside year around It is an area that is directly linked to my neighborhood and lets us walk to LBA park safely. The proposed A4 Log Cabin Road Connection would put a road between our neighborhood and the park. This would change our access to the park and increase safety issues for my friends and I. It would also impact the habitats of animals and the ability for our neighbors and others to use the area. This connecting road would destroy the green space and the benefits to my friends and family. Time and funds have been invested in the trails to maintain and support this area for families and kids. Please do not pursue this plan as it will do more damage than good both now and in the future.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/8/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>I am writing to ask that you keep the Log Cabin extension road out of LBA Woods in Olympia and remove it from the Regional Transportation Plan. It is unconscionable to put a road through the middle of a well-used and well-loved park, disrupting wildlife and people alike, all for zero benefit. The road would have zero utility and makes no sense. I literally can't think of a single reason to do this, and the list of reasons not to do this are endless. I live within walking/biking/running distance of LBA Woods, and it's a beloved green space in our community. Local trail running groups host group runs there, our ultimate frisbee games are there, and we walk there. A road bisecting this park is a terrible idea. We are constantly losing habitat in this city, county and of course around the country. Clear-cutting 5 acres of mature upland forest to construct an unnecessary road is absolutely indefensible. We just lost the 5-acre McGrath Woods to large single family homes just down the road - we are slowly but surely losing our green space</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/8/2025	General	Anonymous	Project A4, Log Cabin Road Connection It is unclear in the report the reason for the A4 Log Cabin Road Connection. There are two roads that already exist to connect from Boulevard to Wiggins (Morse Merryman and Wilderness) very near when planned new road is. Funneling more traffic to Wiggins's which is already a dangerous road seems ill advised especially given safety is a priority. Currently other Jan where Wiggins meets Yelm Highway there is nothing but congestion with stop signs. The report contradicts itself about the significance of this project. The road would also greatly harm access to LBA Woods Park which is a major outdoor space for the neighborhoods around the Park and activities by Centennial Elementary. W would strongly encourage re evaluation of this project as it seems limited in the impact to address the challenges the report identifies and runs counter to the priorities identified to create non vehicle options, lower greenhouse gas emissions and increase safety. Just a few years ago the community already successfully fought for the preservation of LBA woods and parks	and older trees from Olympia and it sickens me. I expect better from the capital city of the Evergreen State. Green spaces within urban areas are CRITICAL for wildlife to thrive. Bird and insect populations are in freefall - (https://www.xerces.org/press/study-finds-that-us-butterfly-populations-are-severely-declining , https://www.stateofthebirds.org/2025/executive-summary/) - and we sit here and wonder why as we destroy as much of their habitat as we possibly can. High biodiversity in our vicinity is as important for life satisfaction as our income! (https://www.sciencedaily.com/releases/2020/12/201204110246.htm) Please, please, please make the same choice and do not build this road. Those of us who live in the neighborhood of LBA Woods do NOT want this. The road will bisect the park, interrupt trails, degrade wildlife habitat, and ruin the experience of this wooded urban park for everyone. Do the right thing and remove it from the 2050 Regional Transportation Plan and any future plans.
5/8/2025	Anonymous	Project A4, Log Cabin Road Connection	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.	

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5/9/2025	General	Project A4, Log Cabin Road Connection	<p>I am writing to let you know that I oppose the building of the Log Cabin Extension Road. I know this has been in the plan since the 1990s, however now that this is a park, what is the point? There are already plenty of roads to get to that part of Lacey and in making this road we are loosing habitat for native species that are already seeing their habitats destroyed by other construction activities. If you build this road, what will stop you from putting a road through Squixan Park or any other city park for that matter. This just does not make sense.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General	Project A4, Log Cabin Road Connection	<p>Good morning this is Daniel Smith and I live in Wilderness just on the back trail of LBA Park, and this letter is to address the issue of the new road going in. I'm appalled that you would think putting a road through that beautiful acreage would solve the issues that you are trying to solve. I did not buy my house years ago for a bunch of baboons to come in and tear up the land and destroy the wildlife. The amount of people that use that Park to stay healthy is more than can be mentioned. I ask you to please reconsider your development ideas. If enough neighbors get together we will just file enough injunctions to delay your project for years. Thank you for your time.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/9/2025	General Bridget Pavelle	Project A4, Log Cabin Road Connection	<p>Please don't put a road through beautiful LBA Woods.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General Jessie McLaughlin	Project A4, Log Cabin Road Connection	<p>I am writing to voice my concern and relay that I am against the proposal for the Log Cabin Rd extension through LBA woods. LBA woods is a precious and important part of our community and has become an essential draw for so many people to connect with the outdoors and build appreciation for what makes the Olympia area so special. With all the recent construction and development occurring in our community, it becomes more important than ever to protect and preserve green space because if we do not check our growth, all the things that make our home so unique and beautiful will be gone. Please do not do this! The trails, the woods, the space is sacred to so many.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General Valarie Vontourne	Project A4, Log Cabin Road Connection	<p>PLEASE don't destroy the LBA Woods! Doing so continues to ruin what makes this community so enjoyable. Nature is disappearing. Where will the children play in the future?</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional</p>

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5/9/2025	General	Project A4, Log Cabin Road Connection	I live in wilderness I live in Wilderness and oppose a road through LBA park. There are so few undeveloped areas. I walk through those woods and there are native plants and birds in there. A road through it will destroy the park and the natural habitation.	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General	Project A4, Log Cabin Road Connection	<p>I want to make sure my voice is heard rejecting the RTP future plan to extend Log Cabin Rd. through LBA forest to Wiggins.</p> <p>We can't really be considering this with as few forested places left in Olympia as there are!</p> <p>This city is going to look like Lynwood or Shoreline, WA with the lack of forest and habitat if we continue to destroy wild places.</p> <p>We need to be aware of what makes Olympia special and LBA is an excellent example of mixed use.</p> <p>Please reconsider this extension Rd.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General	Project A4, Log Cabin Road Connection	I recently heard about a road project that would extend through the current LBA woods. My family and I recently moved to this area from out of state and a major draw was LBA park and woods. My children love to explore the woods and play in the park. Loss of any part of this resource for another east-west road	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and</p>

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5/9/2025	General	Project A4, Log Cabin Road Connection	Olivia Tanasse I am writing in opposition to the road plan bisecting LBA woods. My family and I do NOT want a road to destroy the habitat or the park itself. As a resident of the surrounding neighborhoods, I walk the LBA trails daily with my dog. It is one of the most peaceful places, and a place I feel safe as a woman to walk by myself and be able to relax. It is a safe place that multitudes of people enjoy and would be destroyed by a road. Being someone that can walk directly into the forest from my house, I oppose as it adds value to our home and location.	does not make any sense to me. Please reconsider. In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan. Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.
5/9/2025	General	Project A4, Log Cabin Road Connection	Joel Shillander TRCP should be ashamed of themselves for even drafting such a proposal. Keep your greasy, grubby, greedy hands off the LBA Woods. We do not need a Road Through one of the last remaining wooded areas in Olympia. A road is completely unnecessary. 1st a Road, then all the things city of Olympia seems to love so much... ugly roundabouts, blinding LED street lights, homeless encampment, rally cars with shotgun exhaust pipes, gas stations, ugly track apartments... Chic-Fil-a.... no thanks.... hard pass on all of that!! One would only need to look at recent failed projects such as the massacre at McGrath Woods... where not even one tree was left standing. This is so heartbreaking for those of us who have a deep connection to these Woods and	Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.

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5/9/2025	General Brooks Crawford	Project A4, Log Cabin Road Connection	<p>Olympia. I will be absolutely gutted if a Road is approved through LBA woods. I'll 100% be selling my home and moving elsewhere (far away) if that nonsense moves forward.</p> <p>Please do not destroy one of the only remaining places that makes Olympia... Olympia.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General Amanda Meyer	Project A4, Log Cabin Road Connection	<p>I do not know what you would consider as the upside of this project, but I can absolutely assure you NO ONE who lives near LBA and enjoys it would consider this proposal a good move.</p> <p>The costs to our happiness, lifestyle, children's development, and the community as a whole far outweigh any potential benefits.</p> <p>Please put an end to this. Please protect LBA park and woods!</p> <p>[STAFF NOTE: See the full record for the photos associated with this comment.]</p> <p>I am writing as a long time resident and active user of the LBA woods. These woods provide habitat and necessary green space in an ever developing world. I think it is of great importance to keep these green spaces and focus development on already cleared areas. The beauty of these woods are enjoyed by many.</p> <p>I do drive down the this area almost daily and do not see the need for another road here.</p> <p>Thank to for your time and consideration.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be</p>

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5/9/2025	General Marion Sheridan	Project A4, Log Cabin Road Connection	<p>I'm attaching some pics of my walks in the LBA woods.</p> <p>I am writing to strongly urge you to NOT build a road through LBA Woods. This area is a rich community resource that cannot be replaced. I walk my dog at LBA several times a week and while there I enjoy so many things-- birdwatching (saw a barred owl there last week), breathing the fresh air (and every tree you cut will reduce our fresh air), being in nature, (which calms me and is good for everyone's mental health), and meeting other dog walkers, to name a few. I have been walking in the LBA woods for over 20 years and it enriches my life. I have told family members that I want some of my ashes buried there.</p> <p>If you build a road through LBA woods it will never be the same. It will degrade this local wildlife habitat forever and so many of things that I enjoy there will be lost. We need to save our rapidly diminishing green spaces, not bisect them. Please reconsider this plan.</p>	<p>included in future versions of the Regional Transportation Plan.</p> <p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General Terry Furst	Project A4, Log Cabin Road Connection	<p>I see this road as wholly unnecessary. It will break up a beautiful wood which gives us access to ever-decreasing natural spaces within walking distance of many residential areas lowering the need to drive to access nature. I've never seen Morse Merryman as overly crowded or difficult to access Wiggins. Please reconsider this additional road.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General Cristiana Figueroa-Kaminsky	Equity Project A4, Log Cabin Road Connection	<p>1. Thank you for planning for equity in the Regional Transportation Plan. (pg. 26)</p> <p>Diversity, equity and inclusion are values that live within our community. It is only appropriate that a regional transportation plan should reflect these.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it</p>

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			<p>2. Proposed Log Cabin Road Extension project should be removed from this plan as it conflicts with key community values, plans and the Regional Transportation Plan itself. Below are three key reasons and details on why.</p> <p>(1) Background, original justification and changing land use and reality on the ground no longer support the Log Cabin Road extension proposed project.</p> <p>Decades ago, in the 70's and 80's, the Regional Transportation Plan proposed the Log Cabin Road (LCR) Extension as a future east-west major collector. The original thinking was that all privately owned woodland within SE Olympia would be converted to housing, thus creating the need and allowing for an additional road (Log Cabin Road extension). However, much has changed since the 70's and 80's.</p> <p>Various improvements including the Yelm Highway expansion and Boulevard Road roundabouts at Morse-Merryman and LCR have been built. More importantly, the City of Olympia has created the phenomenally popular LBA Parks and Woods. The additional transportation enhancements mentioned above plus the conservation of a highly valued community woodland as a park with pedestrian and bicycle trails have completely changed the dynamics of the community needs here. So, the regional plan needs to be modernized to take this into consideration.</p> <p>The proposed Regional Transportation Plan is silent on why such a proposal cutting through a public amenity with so many co-benefits should even be considered. For example, Map 2-2 does not clearly show that project A-4 (Log Cabin Road Extension) is through a currently working and cherished woodland park owned by City of Olympia. It does not mention the loss of co-benefits that splitting a wildlife habitat and natural corridor, and how that would impact the community. While the plan contains goals and visions that include environmental protection, it does not clearly address how and why such goals are reflected</p>	<p>Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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			<p>in the choice of list of projects presented and certainly does not address the inconsistencies between goals and vision in the case of the Log Cabin Road extension.</p> <p>(2) Inconsistency of the proposed Log Cabin Road extension with the Regional Transportation Plan current conditions, land use and vision and goals of the plan itself. Current condition as reported in Sustainable Thurston Report Card: There has been an overall decrease in forested land covers over the past 20 years. More strikingly, public woodlands for safe recreation (no hunting or motorized vehicles allowed at any time) are scarce in our county.</p> <p>LBA Woods is a public woodland park that actively is used as a safe-haven corridor by people and wildlife. It is a popular location for active recreation, walking, including commuting via bicycle, bird-watching, and multiple other nature trail activities (native plant identification, geological history connections, geocaching).</p> <p>People from throughout our region (including outside of the city of Olympia) come to this park to enjoy nature. Through the COVID pandemic to this day, it has become especially popular as a place of respite and a location to de-stress in nature where friends and family can take walks together. It now has specific locations and amenities that dogwalkers extensively use.</p> <p>LBA Woods also provides habitat for numerous species, including nesting and home sites for birds and habitat for various mammals, amphibians and reptiles. As a mature, second-growth forest, it actively sequesters carbon.</p> <p>None of the above co-benefits are mentioned in the draft Regional Transportation Plan. There are many inconsistencies within the draft Regional Transportation Plan, and include the following (emphasis added via bold text where inconsistencies were found) as they relate to the Log Cabin Road extension:</p> <ul style="list-style-type: none"> o Inconsistency with the following Vision and goals in plan, page 12: 	

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			<p>§ Our residents will enjoy accessible, efficient, and effective, multimodal transportation on a system that is integrated regionally, maintained for longevity, and minimizes its impacts on the region's environment. Our collective work will preserve environmental quality, consume less energy and water, sustainably use lands, produce less waste, and advance our climate targets (page 12)</p> <p>§ To meet or goals [on GHG emissions reductions] people will need to drive less, ...and use active forms of transportation like biking and walking. Pg. 40</p> <p>§ Minimizing road crossings through environmentally sensitive area</p> <p>§ Protecting wildlife and native plant species are important considerations in any construction project. Federal, state, and local laws focus on threatened and endangered species, as well as wetlands and other critical areas.</p> <p>§ RTP specifies policies regarding habitat: Discouraging road crossings through designated environmentally sensitive areas and habitat</p> <p>In terms of the proposed Log Cabin Road Extension, which would traverse longitudinally through LBA Woods and cut it in half, there are multiple environmental considerations. LBA Woods includes wetlands and stormwater flows and subsurface waters from the woods that eventually end up in Chambers Creek. The cuts and fill for vertical and horizontal alignments associated with the construction of the road would require an excavation of estimated 52,000 cubic yards and 38,000 cubic yards, respectively. This does not include the area between Wiggins Road and the east city Of Olympia limits, where a mosaic of wetlands also exist. There are groundwater concerns which may also require further removal of material in that leg.</p> <ul style="list-style-type: none"> o Inconsistency with another closely related plan, Thurston County Climate Mitigation Plan, Dec. 2020 Multi-criteria analysis includes the following actions, which were not considered in the Draft Regional transportation plan 	

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			<p>§ A6.5, Maximize tree canopy on city-owned or controlled land: This is described in the climate mitigation plan as: " Easy to implement, inexpensive (don't need to purchase any additional land). Property and the authority to plant trees on it is under the direct control (and future protection) of the City/County. Creates tangible activity that citizens and volunteers can directly participate in."</p> <p>LBA Woods Park fits this description exactly. Many volunteers currently work there to remove invasive species and plant additional trees. The Regional Transportation Plan does not address this at all.</p> <p>§ Co-benefits: carbon sequestration, climate change resiliency, and other equitably distributed co-benefits. LBA Woods provides one of the long-term sequestration opportunities in the county that will only increase in its potential as mature trees continue to sequester carbon and younger trees, recently planted or future plantings grow.</p> <p>(3) Incoherent need when considering proximity of proposed Log Cabin Road connector with Morse Merryman and traffic patterns.</p> <p>The distance between Morse Merryman and the proposed Log Cabin Road extension is only a quarter of a mile. The City of Olympia has classified both Log Cabin Road and Morse Merryman as a major collectors, and according to the City's own table of characteristics for street classifications, the distance between two major collectors is typically half to three-quarters of a mile in between.</p> <p>The existing portion of Log Cabin Road in fact bends and connects to North St., creating a bottleneck there, particularly in the early morning. So, it is unlikely that cross-town drivers (from Lacey to downtown Oly) would choose that route but rather would go to Boulevard and then up to 22nd or via Wheeler, given the roundabout at Boulevard and Morse-Merryman that is already in place.</p> <p>What exactly do traffic models show in this regard? Why is this proposed Log Cabin Road</p>	

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5/9/2025	General Jan Witt	Project A4, Log Cabin Road Connection	<p>extension included? When was the analysis that got the Log Cabin Road Extension into the plan conducted, and what assumptions were considered? The draft plan does not address that at all, in any detail, with respect to the Log Cabin Road extension.</p> <p>Regarding the Thurston Regional Transportation Plan Update, please remove the connector road through LBA Park. There was a broad community effort to save that park. A road through the park would undermine the goal that so many worked to achieve.</p> <p>Additionally, the connector road as depicted on the map would feed into log cabin road, which feeds into North Street, which includes the intersection of North Street and Henderson. That intersection is already highly congested during rush hour, before and after school and before and after sport events at Ingersoll Stadium. People living in nearby neighborhoods - including multitudes of young people - routinely cross that intersection on foot. Even greater volumes of traffic which a connector road would bring to the area would pose serious safety risks.</p> <p>Again - please remove that connector road from the plan.</p> <p>Thank you for this opportunity to comment.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General Ryann Lachowicz	Project A4, Log Cabin Road Connection	<p>I'm an Olympia resident who lives near and enjoys walking in the LBA Woods. I'm strongly opposed to any attempt to put a road through this beautiful forest. Not only is the forest a wonderful refuge for people and wildlife, it's also home to mature trees that offset the effects of climate change. We can't afford to lose these woods.</p> <p>Sacrificing this precious forest so that drivers can save a few minutes of time is such disappointing and short-sighted planning. Please cancel plans to build the Log Cabin extension.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/9/2025	General Niel Lawrence	Project A4, Log Cabin Road Connection	<p>To begin, I want to thank you for the absolutely essential, difficult, and sometimes conflict-laden work the Council does to ensure that residents of the County have a transportation system that meets their needs now and in the future, accommodates businesses, plans for future change, considers the interests of adjacent counties, and safeguards as much as possible the natural, cultural, and societal values of the area. Your work goes on, often in the background, month in and month out and often only gains public attention over controversial issues and choices. But we, the people who live here, benefit from it every day. I write to ask in the strongest possible terms that you amend the Regional Transportation Plan to drop any extension of Log Cabin Road in Olympia through the City's newest—and last great—open space preserve, LBA Woods. It is true that development has proceeded off of Herman Road SE and created added pressure on Morse-Merryman Rd. However, the principal <i>raison d'être</i> for that extension, full-scale residential development of the woods adjacent to LBA Park, has been dropped from the City's plans. Accordingly, the extension has been dropped from Olympia's Comprehensive Plan.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs of Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
			<p>This is the right outcome for the City and its residents. It is consistent with the very large public investment made to purchase the two parcels that comprise LBA Woods—foregoing other park options. It respects the preserve's status as the last, irreplaceable, large, semi-natural area in the City. It honors the impressive work that residents and city alike have put into making it accessible and rewarding to a cross-section of the community with differing needs and interests. And it is mandated by our commitment to reduce and mitigate climate impacts and conserve natural values through local action. And it is the right outcome for the County. The extension would run counter to TRPC goals 1-a, commitment to planning that supports transportation options other than single-occupancy driving, 1-d, investing in projects</p>	

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5/9/2025	General	Project A4, Log Cabin Road Connection	<p>that reflect the goals of people who work and live in an area, I .h, preserving our historic, cultural, and natural heritage, and I .m, protecting—among other things—the region’s forests and open spaces. Whatever changes and pressures might eventually create a different perspective and calculus, today the extension has no place in the City’s plans and should have none in the County’s. Leaving it in the plan and on the map creates the wrong impression and gives rise to unfounded expectations.</p> <p>I am aware that the City has held open the possibility of re-examining transportation needs in Southeast Olympia in or about 2030, and doing so in consultation with neighboring jurisdictions. I use and greatly enjoy LBA woods on a weekly if not daily basis, and have seen how it has blossomed into a space of great importance to many local residents. Based on that, I find it very difficult to believe that Olympia would ever take the drastic step of bisecting it with a road, greatly degrading the entire space, creating constant car-pedestrian conflict, and in a high-profile way undercutting the City’s climate goals. But I understand that a re-evaluation may occur. Were that to happen, however, it should be done on a zero-based record, not prejudiced by an illadvised heavy thumb on the scales from continued inclusion in the County’s plan and map of a relic idea predicated on abandoned plans and proposed in ignorance of the investment and success the City subsequently made in this unique and irreplaceable part of our heritage.</p> <p>Thank you for taking my concerns into account,</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia’s three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin</p>

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5/9/2025	General	Project A4, Log Cabin Road Connection	<p>people I encounter at LBA Woods, I know I am not alone in that feeling. We should never take natural urban green spaces for granted. Lyrics from a Joni Mitchell song come to mind. Don't it always seem to go That you don't know what you've got Till it's gone They paved paradise And put up a parking lot I respectfully request you remove the Log Cabin Road Extension from the Regional Transportation Plan.</p>	<p>Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General	Project A4, Log Cabin Road Connection	<p>I am writing to express my opposition to the construction of a road through LBA woods. This much-loved and heavily used piece of nature would be significantly degraded, were a road constructed through it. Thank you for your consideration.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General	Project A4, Log Cabin Road Connection	<p>I strongly object to the inclusion of the Log Cabin Road Connection (Project A4) in the Draft 2050 Regional Transportation Plan. Back in the 1990's the Log Cabin Extension Road was planned to support the eventual buildout of some 900 homes in the property adjacent to the Little Baseball Association ballpark, on Morse-Merriman road. But in 2014, City of Olympia voters approved creation of a Metropolitan Parks District, including funding to purchase and protect that land for development of LBA Woods Park, thus curtailing the anticipated housing buildout and conserving the park's natural beauty and open space benefits. The Log Cabin Extension Road plan should have been deleted from the transportation plan</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/9/2025	General	Project A4, Log Cabin Road Connection	<p>when LBA Woods Park was established. Including Project A4 in the transportation plan contradicts the public's clear intent to protect this land. Please delete Project A4 from the Draft RTP.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	Wendy Bowman	Project A4, Log Cabin Road Connection	<p>No Road Thru LBA woods</p> <p>Thank you!</p> <p>I'm writing about the road proposed to cut through LBA Woods Park in Olympia. We walk through this park almost daily. This park is a vital part of our routine, not just for us, but also for our golden retriever, family & friends.</p> <p>Yesterday, I noticed a flyer posted regarding a road project proposed to cut right through the middle of the trail system. This is absurd! This would not only disturb our routine but also disturb the beautiful natural habitat here. Also, the fact that the only way I became aware of this project was on a specific portion of the trail. I haven't seen anything posted within the geographic area outside of the park or where we park our cars. I believe there is an effort to railroad this project through within a short amount of time with very little exposure to the public. Please stop this consideration of ruining LBA Woods Park. Thank you.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General	Project A4, Log Cabin Road Connection	<p>Good afternoon, we wish to express our opposition to the proposed Log Cabin Road extension Road. Open spaces are extremely important to our community and our</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies"</p>

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5/9/2025	General	Project A4, Log Cabin Road Connection	<p>environment. We do not need another road there. The community uses this space as 'close by' outdoor recreation. Please leave it be.</p>	<p>(Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	Zandra Brown and James Jablonski	Project A4, Log Cabin Road Connection	<p>Regarding the Thurston Regional Transportation Plan Update, please remove the connector road through LBA Park. There was a broad community effort to save that park. A road through the park would undermine the goal that so many worked to achieve. Additionally, the connector road as depicted on the map would feed into log cabin road, which feeds into North Street, which includes the intersection of North Street and Henderson Blvd. That intersection is already highly congested during rush hour, before and after school and before and after sport events at Ingersoll Stadium. People living in nearby neighborhoods - including multitudes of young people - routinely cross that intersection on foot. Even greater volumes of traffic which a connector road would bring to the area would pose serious safety risks. Also, feeder neighborhoods like Holiday Hills and Breamar would have even more difficulty exiting their neighborhoods via car during high volume traffic on North St., like mentioned above. Again - please remove that connector road from the plan, it would create infrastructure safety issues.</p> <p>Thank you for this opportunity to comment.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General	Project A4, Log Cabin Road Connection	<p>Please find my comment attached on the draft What Moves You: 2050 Regional Transportation Plan. Specifically, I ask you to remove the road that would bisect LBA Woods from this plan. This road would be a travesty for people and</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it</p>

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			<p>wildlife for the reasons I outline in my attached letter. The City of Olympia and its citizens have invested substantial resources in preserving LBA woods. Punching a road through the middle of these woods would destroy the habitat for wildlife and the character for the many people who come from across our region to enjoy it. Please take this road out of the 2050 plan. I am writing to provide comment on the draft What Moves You: 2050 Thurston Regional Transportation Plan. Specifically, I am writing to implore you and the other Council Members to remove the road that would bisect LBA Woods from the 2050 plan.</p> <p>The impacts of this road on LBA Woods would be a travesty for people and wildlife alike and the road is not essential for the transportation network. The City of Olympia and its citizens have invested substantial resources in preserving LBA woods. It is a jewel within the community and the benefits it provides should not be dismissed or taken for granted. The woods provide habitat for birds and wildlife, green space for human recreation enhancing quality of life, and environmental services of improving air and water quality. All values which the Thurston Regional Planning Council seeks to support.</p> <p>Punching a road through the middle of these woods would destroy the habitat for birds and wildlife which once had extensive habitat throughout our region. The City has experienced rapid growth which has hemmed wildlife in, removing opportunities to relocate to less developed areas. LBA Woods provides habitat used by birds, deer, porcupine, coyote, bats, etc. and provides a means to migrate to other habitat. If habitat is fragmented and not contiguous, it loses its value to wildlife. I am a forest ecologist who has studied the impacts of forest fragmentation and would be happy to provide testimony or literature to interested Council Members.</p>	<p>Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/9/2025	General	Anonymous	<p>A road bisecting LBA Woods would destroy the character for people who come here to enjoy the tranquility of this magical space tucked within the City. People come from across our region to access these woods. I live two blocks from LBA Park and visit the woods every day. I have been accessing the woods for 20 years—long before it was ever acquired by the City. As the City developed a trail network and signage and established multiple uses, it has become a destination for people to bird, hike, bike, and walk their dogs. A remarkable degree of respect and coexistence is practiced across these varied park visitors. It is beloved.</p> <p>The Woods also enhance environmental quality through the services it provides. Wetlands provide water quality filtration and reduce flooding. Forests enhance air quality and reduce impacts from climate change. We have east-west arterials that could accommodate traffic needs across Olympia and Lacey without this road. Please remove this road from the 2050 Plan.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General	Project A4, Log Cabin Road Connection	<p>Please remove the road through LBA park. I would remove or change much of the wooded park that many community members enjoy, including my family. Olympia has removed it from the city's master plan as the road no longer makes sense. Please let us have this car for free space</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/9/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>The extension of Log Cabin road through LBA Park/Woods is a terrible idea. I strongly urge the removal of the Log Cabin Road connection from the Regional Transportation Plan. In 2021 the City of Olympia recognized the value of LBA Park/Woods to the community and removed the Log Cabin Road connection from its comprehensive plan. Preserving the LBA woods is important to the community as the population of Olympia and Thurston County grows. The green space and trails in the park and woods support the mental and physical health of our community. Extending Log Cabin Road, a major collector, through LBA Park will destroy its forested trail system. Any plan the proposes to extend a road through LBA Park should be permanently removed from the Regional Transportation Plan.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>Please do not ruin the LBA woods park and trail area by putting a road through it.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>We appreciate the opportunity to provide feedback. My husband and I are homeowners in the Wilderness area. We respectfully request that the Log Cabin Road Extension (project A4 of the Draft 2050 RTP) be reconsidered and removed from the plan. We strongly oppose that project because the extension would bisect LBA Woods, resulting in interrupted trails, degraded wildlife habitat, and a ruined experience for Olympia residents. There are deer in the woods and adding a road there will</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin</p>

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5/9/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>likely increase dangerous car crashes with deer as well as other wildlife. And clear-cutting five acres of mature upland forest is not beneficial for fighting climate change. Further, given the close proximity of Log Cabin Road to Morse Merryman Road and Yelm highway, which both connect to Wiggins, the proposed project A4 seems unnecessary. Thank you for your time and consideration.</p>	<p>Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
5/9/2025	General Anonymous	Project A4, Log Cabin Road Connection	<p>I have two comments about the RTC: 1) I'd like to encourage TRPC to consider other alignments for the connection between Wiggins Road and Boulevard Road. I understand that the 2016 City of Olympia Comprehensive Plan identified that as a future corridor connection, but since that time, the City of Olympia purchased LBA Woods and it has become a beloved park for people to connect to nature, get exercise, and enjoy the cooling shade the trees provide in the face of climate change and increased urban heat island effect. GT5 in the comprehensive plan says that "street connections to existing residential areas and in environmentally sensitive areas will be carefully examined before a decision is made." The LBA woods are also contiguous to LBA Park. Children, families, and dogs cut between the two parcels--adding a street will increase conflict and danger between users. Finally, the Olympia Comp Plan includes polices to achieve GR3--a sustainable park system, including ensuring that olympia's park system for residents to enjoy nature and escape from urban life. LBA Woods provides that for residents of SE Olympia and many others who appreciate the dense trail network. As the city continues to grow, the space for trees, nature, and parks will shrink AND need to provide for more people. A transportation corridor cutting through the middle of that natural area reduces the amount of the park space we have available at a time when we need to preserve all we have. I think there are opportunities to consider for the street grid connectivity. Just south of LBA woods are several neighborhoods that do not cut through, but could, such as 40th and 43rd. It would</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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5/9/2025	Anonymous	Project A4, Log Cabin Road Connection	<p>require purchasing several properties but would not require as extensive of construction since most of the streets are already there. Another option would be creating a non-motorized connection along log cabin road between boulevard and wiggans. that would remain in the spirit of connecting communities while also maintaining a level of safety and require less destruction of the woods. And it could align with Comp plan goal GR4, about urban trail systems to connect neighborhoods, open spaces, etc. 2) I have serious concerns about the plans to "add capacity" projects, especially those projects that add travel lanes. Additional travel lanes do not fix congestion, but they cost a lot of money and often make the streets less inviting for other modes of transportation, such as biking, walking, and transit. Most of our streets and roads have ample capacity, and we should be spending transportation dollars to improve safety and promote alternate forms of transportation.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast). In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
*5/9/2025	John Kirkpatrick	Project A4, Log Cabin Road Connection	<p>I hope you are doing well. I'm emailing about the Log Cabin Road Connection. It doesn't make sense anymore. There is no need to add a road through one of Olympia's most popular parks! I love connectivity and sustainable transportation, but shooting a road through a park? Please don't. There is a time and a place</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia. The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and</p>

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*5/9/2025	General	Project A4, Log Cabin Road Connection	<p>Please accept my apologies for a 2 hour delay (I am currently sick).</p> <p>I am opposed to the road proposition for LBA. Not only do I enjoy the LBA trail system as a runner/walker and participate with yearly races through Rock Candy Running, but I have children who participate with their school's cross country team that also utilize and enjoy the LBA trails. I strongly vote NO for a road that would disrupt/ruin these well respected and enjoyed trails.</p> <p>Thank you for your consideration and I do hope that we can leave this park as is to enjoy for many years/decades to come by the Olympia area people and beyond.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
*5/10/2025	General	Project A4, Log Cabin Road Connection	<p>SAVE LBA WOODS from road development. This is a special place!! NO ROAD!!!</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>

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*5/13/2025	General	Project A4, Log Cabin Road Connection	<p>Stop the destruction of what makes our communities special. Your plan to cut through LBA woods makes no sense, and there are better ways that don't impact our environment as heavily. You should have people to help you with that.</p> <p>We don't want the death and displacement of our wild animals and our habitats that have been so consciously cared for over 100 years. Do not destroy it. It should be protected.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
*5/14/2025	General	Project A4, Log Cabin Road Connection	<p>I want to sincerely ask that you reconsider putting a road through LBA. This park and trail system is utilized by so many people, including me several times a week. It is one of the biggest reasons I have not moved away from Olympia.</p> <p>This park and trail system is utilized by so many and enriches our community.</p> <p>We need to protect what makes Thurston County a wonderful place to live. Please reconsider.</p>	<p>Thank you for your comment. We will share your feedback with the city of Olympia.</p> <p>The Log Cabin Road Connection was removed from the plan. However, the "Olympia Street Connectivity Studies" (Project S32) will remain in the plan. This series of studies will investigate the multimodal street connectivity needs it Olympia's three sub-areas (westside, northeast, and southeast).</p> <p>In southeast Olympia, this in-depth evaluation is needed to understand the long-term connectivity needs related to the Log Cabin Road corridor. Because a planned Log Cabin Road connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. Should that evaluation determine the Log Cabin Road Connection is necessary, the project may be included in future versions of the Regional Transportation Plan.</p>
*5/15/2025	Agency	Project C38, Capitol Boulevard – M Street to Israel Road	<p>Thank you for accepting my comments. I have reviewed the projects to make sure they are in line with what our TMP will outline for regional projects and have reviewed the policies. The language is very clear and you managed to reduce jargon without taking out all the meaning – thank you! It's a great example to follow for our Transportation Element.</p> <p>Below are my comments:</p> <ul style="list-style-type: none"> - I appreciate the language of "reducing the need to drive alone" and may borrow it for our plan! 	<p>Clarified with Public works staff that the project extents should be M Street to Israel Road.</p> <p>Map revised to reflect the completed improvements in the Troser Road vicinity as well as the true project extents.</p>

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			<p>- Pg 380 shows a map of the Capitol Boulevard project, but the construction area is from Trosper to Israel rather than M street to Israel. The underlying map doesn't show the new roundabout improvements, so it looks out of date. The description also mentions constructing RAB at Trosper which is substantially complete.</p>	

TRPC Adoption & Post-Adoption Approvals

TRPC considered the final draft RTP in July 2025. TRPC adopted What Moves You: 2050 Thurston Regional Transportation Plan on July 11, 2025.

After TRPC adoption of the RTP, staff submitted copies to WSDOT, FHWA, and FTA as required by state and federal statute.

The document was also published on TRPC's website.