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for Thurston County Public Works**

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Funding

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Introduction

Public Outreach

To enhance public understanding of the Southwest Thurston County Trail Feasibility Study and gather community input on the proposed trail routes, Thurston Regional Planning Council (TRPC) conducted a community engagement campaign from June 17 to July 20, 2024. The public was invited to participate in an online open house and a companion bilingual online survey.

The online open house featured an interactive story map that provided a detailed overview of all proposed routes in the study area. Each route was described comprehensively, including its alignment, a concept rendering of the built trail, cost estimate, and its evaluation criteria performance scores.

The accompanying survey solicited community feedback on the significance of trails in the communities, preferences for the proposed routes, and anticipated usage frequency if the trails were constructed. This report presents the findings from this survey.

Do you want safer routes for walking, biking, recreation, and fitness in Southwest Thurston County?

- **Explore the Results:** Learn about a study that examined trail route options connecting Grand Mound, Rochester, and the Chehalis Reservation to the future Gate-Belmore Trail.
- **Compare Routes:** Evaluate the routes based on traffic safety, scenery, environmental impacts, and connections to places that matter to you.
- **Share Your Thoughts:** Tell us which routes are best for the community by participating in our survey.

¿Quieres rutas más seguras para caminar, andar en bicicleta, recreación y ejercicios físicos en el suroeste del Condado de Thurston?

- **Explora los Resultados:** Aprende sobre un estudio que examinó opciones para rutas de un paseo pavimentado que conectan Grand Mound, Rochester y la Reservación Chehalis con el futuro Sendero Gate-Belmore.
- **Compara las Rutas:** Evalúa las rutas según seguridad del tráfico, el paisaje, los impactos ambientales y las conexiones a lugares que te importan.
- **Comparte tus Pensamientos:** Dinos qué rutas son mejores para la comunidad participando en nuestra encuesta.



Study Background

In collaboration with TRPC, Thurston County is assessing the feasibility of developing one or more shared-use trails to connect Grand Mound, Rochester, and the Confederated Tribes of the Chehalis Reservation. This study builds on previous planning efforts, including the 2007 and 2023 Thurston Regional Trails Plans, Main Street Rochester, the Grand Mound Transportation Study, and the Gate-Belmore Trail Connectivity Study.

The objectives of the Southwest Thurston County Trail Feasibility Study include:

- Evaluating how a trail system could benefit residents of Grand Mound, Rochester, and the Confederated Tribes of the Chehalis Reservation by enhancing walking, biking, and recreational opportunities.
- Exploring potential trail routes and their connections to key community destinations.
- Identifying possible locations for trailheads, which are access points where users can park and begin their trail experience.
- Estimating the costs associated with constructing and maintaining the proposed trails.

Alternatives Route Analysis

In Fall 2021, the study gathered community feedback through an online open house and survey to understand potential trail usage and preferences. In addition, community members shared what they valued about trails. Based on this feedback, the study identified eight potential east-west routes for development, connecting Grand Mound, Rochester, and the Chehalis Reservation to the southern terminus of the Gate-Belmore Trail. In addition, the project team identified four evaluation criteria to measure the performance of each proposed route that aligns with community priorities that were expressed by survey respondents.

Grand Mound Park and Ride Lot to Grand Mound

1. One route would connect the Grand Mound Park and Ride lot (east of I-5) to the intersection of Old Hwy 99 and US 12)

Grand Mound to Rochester

Four alternative route scenarios connect Grand Mound (at the intersection of Old Hwy 99 and US 12) to Rochester (at the Rochester Community Park):

1. **183rd Ave Route:** Elderberry SW / 183rd Ave SW / Pendleton St SW / 180th Way
2. **Sargent Road Route:** Sargent Road / 183rd Ave SW / Pendleton St SW / 180th Way

3. **US 12 Route:** Old Hwy 99 SW / 198th / Tea St SW / Old Hwy 9 SW / US 12 / Pendleton / 180th Way
4. **James Road Route:** Old Hwy 99 SW / 198th Way SW / Tea St SW / Old Hwy 9 SW / James Road / Albany St SW

Rochester to Gate-Belmore Trail

Two route alternative route scenarios connect the Rochester Community Park to the southern terminus of the Gate Belmore Trail:

1. **School Land Road Route**
2. **Holm Rd Route:** School Land Road SW / Laymon St SW / A new bridge across the Black River / Holm Road
3. **Moon Rd Route:** School Land Road SW / Moon Rd SW / Mima Gate Road SW

Evaluation Criteria

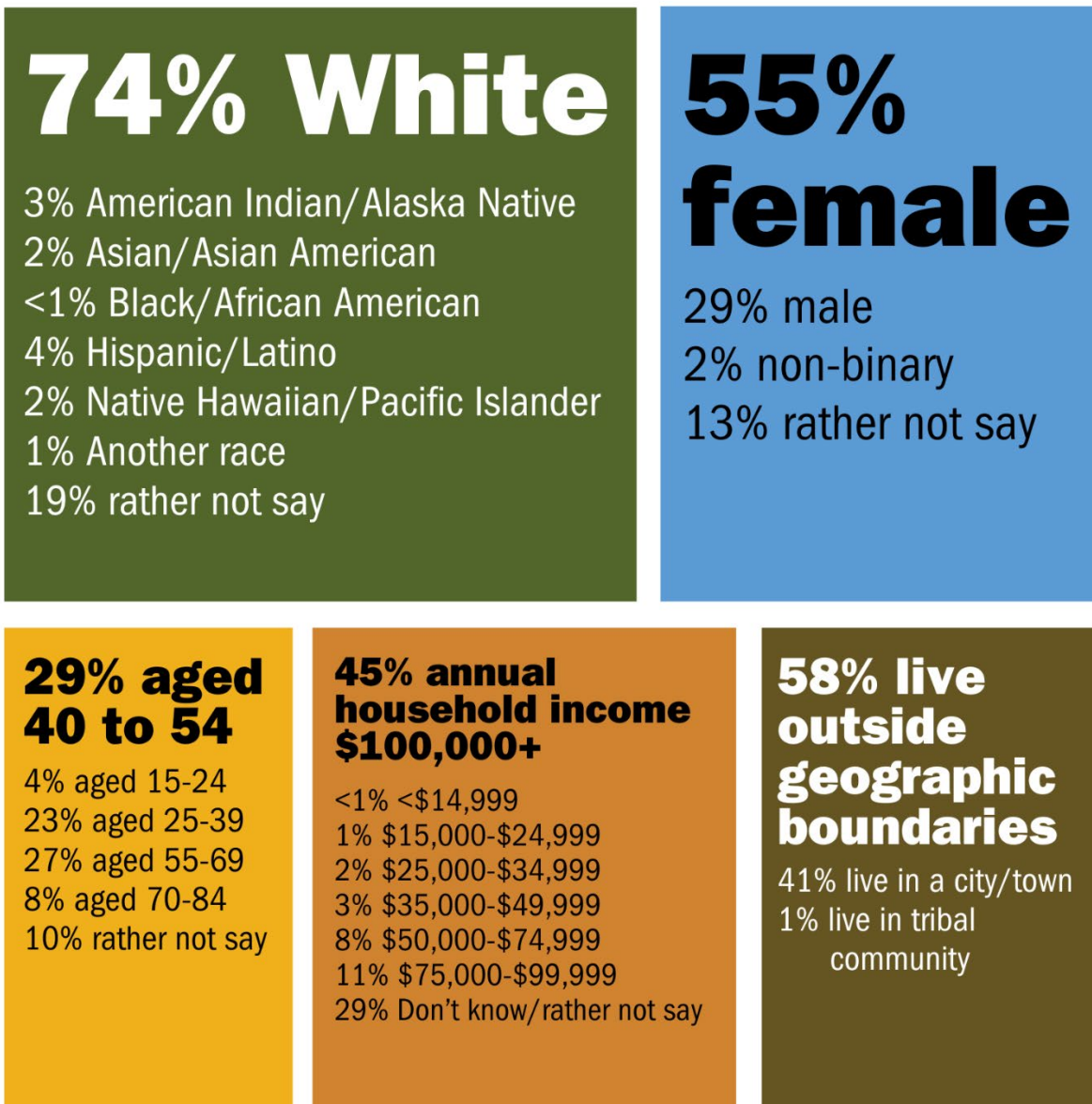
Each route was assessed by the project team. This analysis helps determine which routes offer the most value and performance based on the four criteria below.

- **Level of Traffic Stress** – perception of safety from potential traffic hazards while using a trail. This includes feeling of safety at street crossings and roadway speed.
- **Ambiance/Scenery** – The character and setting of a trail route and its ability to attract users. Such characteristics scenic views, wildlife viewing, and low traffic noise.
- **Environmental Conflicts** – Limiting the negative Impact of a trail on the environment when constructing in wetlands, flood plains, and other sensitive wildlife habitat.
- **Connectivity** – Trail connections to desirable community destinations.

Survey Results

Respondents' Demographics

TRPC mailed over 6,800 postcards to residents in the greater Southwest Thurston County area inviting people to participate in the survey. In addition, flyers were distributed at the Rochester Community Center and the Timberland Regional Library. A total of 262 people participated in the English language survey; no responses were submitted to the Spanish survey. A copy of the survey questions can be found in Appendix A. Of the 262 respondents,



206 provided demographic information. The majority of respondents were white women, ages 40 and over, with annual household incomes of \$100,000 or more.

Data Disaggregation: People of Color and Lower Income Households

When analyzing the survey data, it is important to acknowledge that the total number of responses—262—is relatively small from a statistical perspective. Additionally, the demographic breakdown reveals that a limited number of respondents identified as people of color or reported an annual household income below \$100,000.

TRPC is committed to amplifying the voices of traditionally underrepresented and underserved communities. This report will emphasize the perspectives of the 29 respondents who identified as people of color and the 53 respondents who reported an annual household income under \$100,000.

These groups represent 14% and 26% of the respondents providing demographic information, respectively. Their insights are valuable to understanding how future trails can better serve the multimodal transportation and recreational needs of residents and travelers in Grand Mound, Rochester, and the Confederated Tribes of the Chehalis Reservation.


THURSTON COUNTY
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Southwest Thurston County
TRAIL FEASIBILITY STUDY

thurston regional planning council

Online Open House and Survey
Casa Abierta en Línea y Encuesta en Línea
Grand Mound | Rochester | Chehalis Reservation

Your feedback matters – help inform the future of our trails! Visit our website to explore the trail study story map and participate in the survey by July 20th. We need your input to guide trail development in Southwest Thurston County for the next 10-20 years.

VISIT: 
trpc.org/SWTCtrail

¡Tu opinión es importante! ¡Ayúdanos a infomar el futuro de nuestros paseos! Visite nuestro sitio web para explorar el mapa interactivo del estudio de los paseos y participa en la encuesta antes del 20 de Julio. Necesitamos tu opinión para guiar el desarrollo de los paseos en el suroeste del Condado de Thurston durante los próximos 10-20 años.

Questions?/¿Preguntas?
Contact: Paul Brewster
brewstp@trpc.org | 360-741-2526

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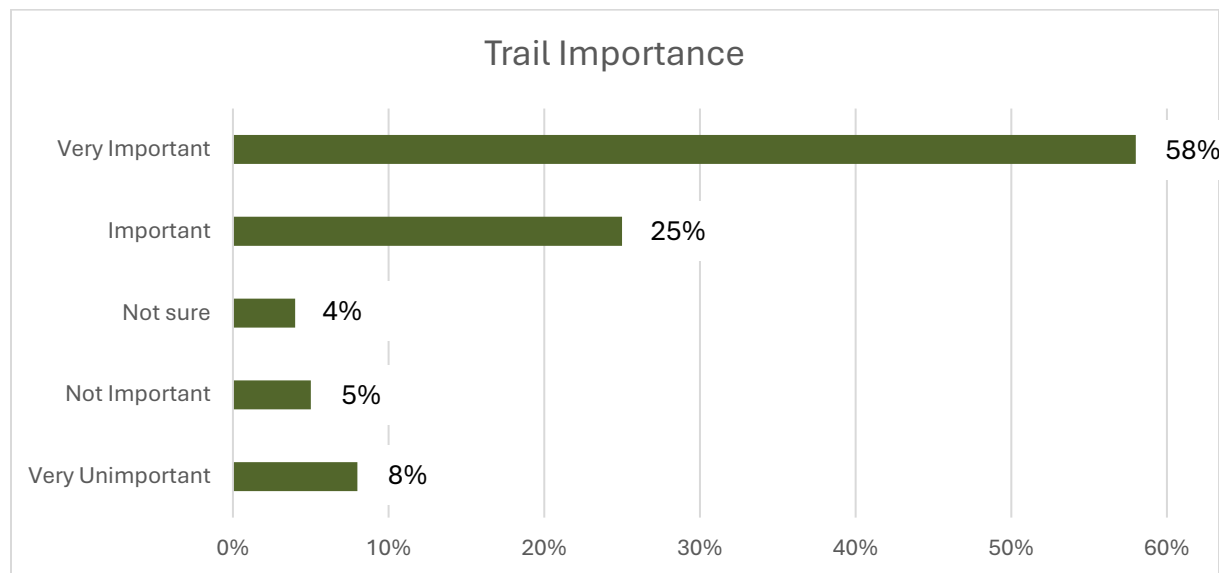
STANDARD
US POSTAGE
PAID
APEX MAILING
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ECRWSS
RESIDENTIAL CUSTOMER

Importance of Trail Connections

The survey gauged community sentiment regarding the significance of a paved trail connecting Grand Mound, Rochester, and the Confederated Tribes of the Chehalis Reservation to the future Gate-Belmore Trail. Results indicate that 82% of respondents considered such a connection to be "important" or "very important" to the community (see Figure 1). This strong consensus underscores the community's support for enhancing regional connectivity through trail development.

Figure 1. Trail Importance, Community Survey



Data Disaggregation

Among the 29 respondents who identified as people of color, a slightly higher percentage—25 individuals, or 86%—viewed the proposed trail connection as “important” or “very important” to the community.

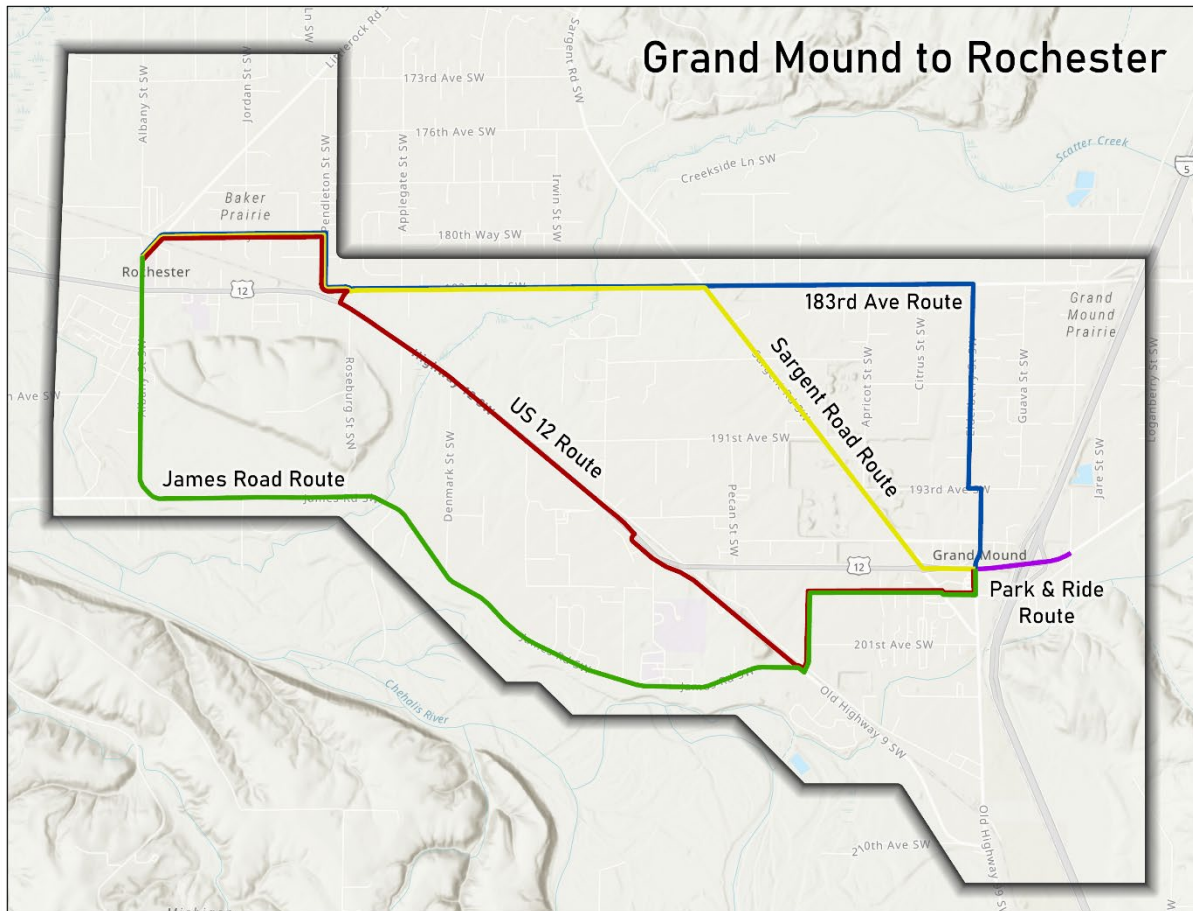
Similarly, among the 53 respondents with an annual household income below \$100,000, 84% considered the trail connection to be “important” or “very important” to the community. This suggests a notable alignment in the perceived value of the trail across different demographic groups.

Proposed Trail Connections: Grand Mound and Rochester

The survey asked respondents to rank four proposed trail routes connecting Grand Mound and Rochester—183rd Avenue Route, Sargent Road Route, U.S. 12 Route, and James Road

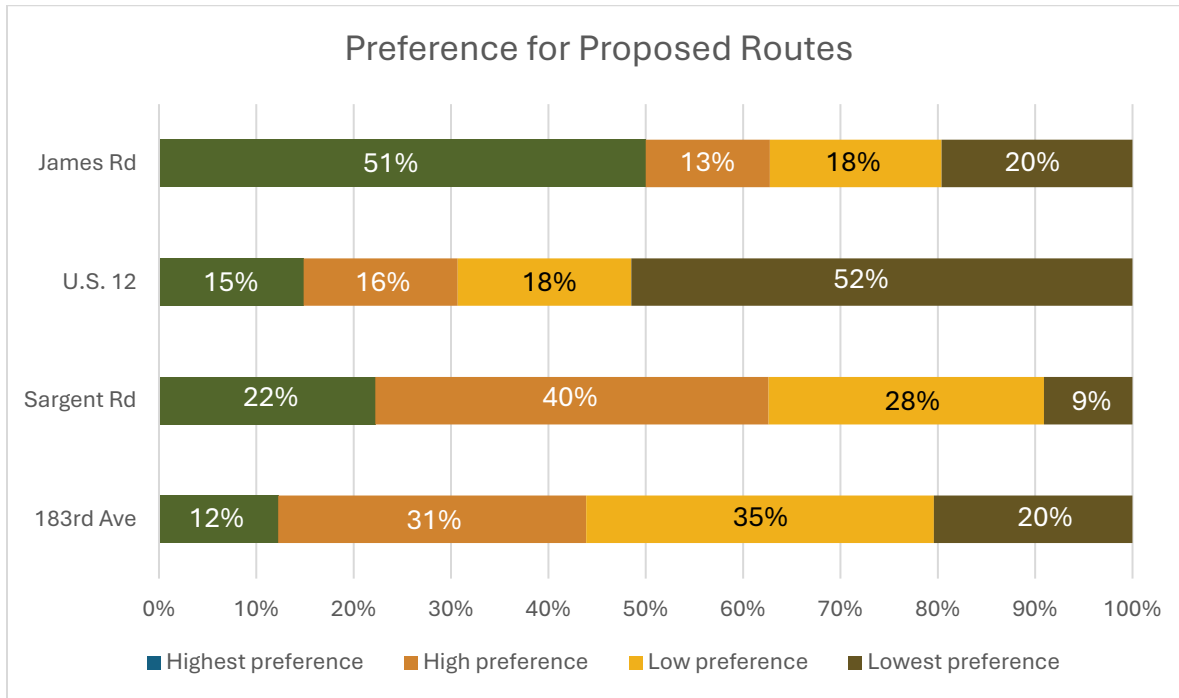
Route—in their overall ability to satisfy the needs of the community. A map of these routes is provided in Figure 2.

Figure 2. Proposed Trail Connections, Grand Mound and Rochester



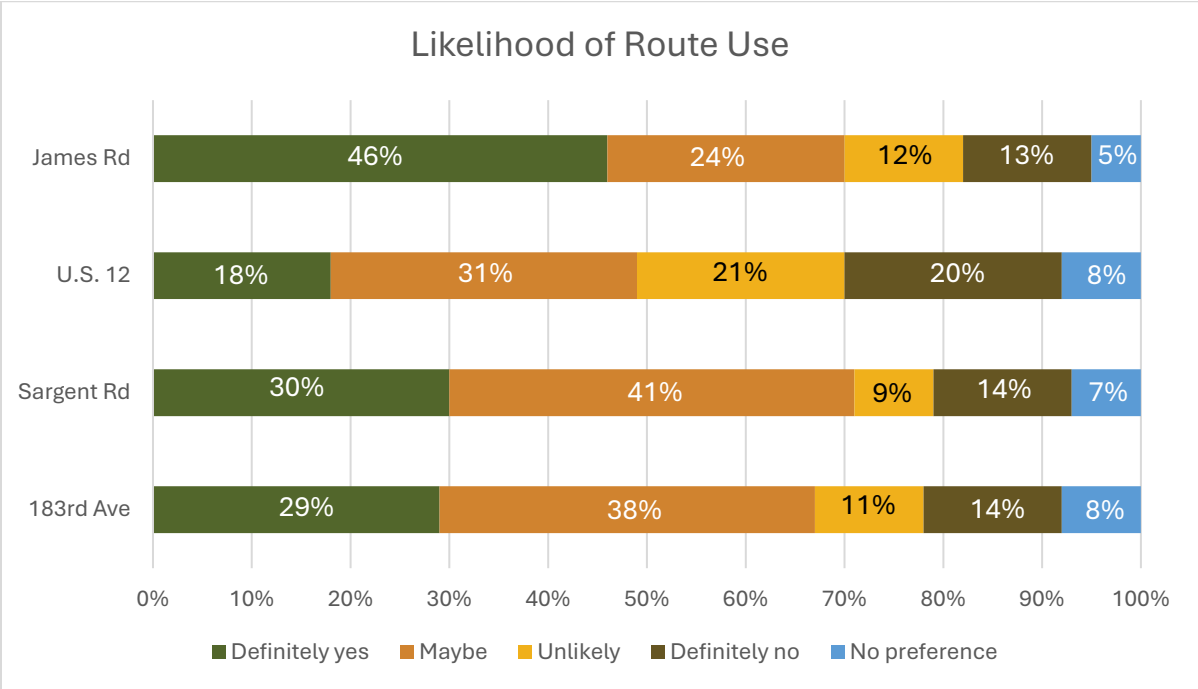
Survey results reveal that the James Road Route was the most favored, with 51% of respondents indicating it as their top choice. In contrast, the U.S. 12 Route received the lowest preference, with 52% of respondents ranking it unfavorably. This preference is illustrated in Figure 3.

Figure 3. Preference for Proposed Trail Connections, Grand Mound and Rochester



Supporting these preferences, the James Road Route also had the highest proportion of respondents—46%—who reported they would use the trail frequently (see Figure 4). Conversely, the U.S. 12 Route had the highest percentage of respondents—22%—who indicated they would not use the trail.

Figure 4. Usage Levels of Proposed Trail Connections, Grand Mound and Rochester



Data Disaggregation

Survey respondents of color demonstrated varied preferences for the proposed trail routes. Among the 27 respondents of color who answered this section, preferences were evenly split: 9 individuals (33%) favored the James Road Route, while another 9 (33%) preferred the Sargent Road Route. The remaining preferences were more dispersed, with 5 respondents (19%) choosing the U.S. 12 Route and 4 respondents (15%) selecting the 183rd Avenue Route as their top choice.

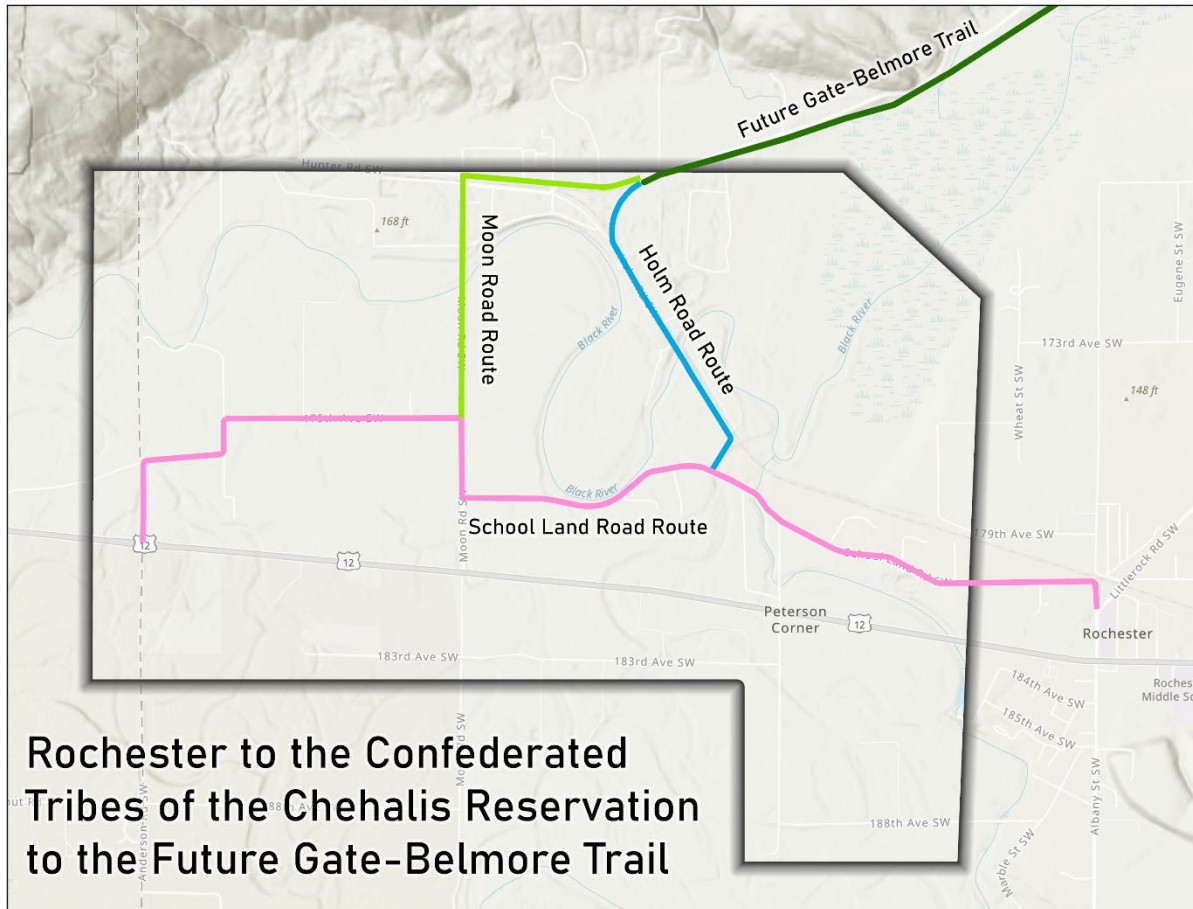
Interestingly, despite the split in preference, the 183rd Avenue Route emerged as the trail that the majority of respondents of color indicated they would use frequently. This finding contrasts with both the overall survey results and the initial preferences expressed by respondents of color.

Among the 47 survey respondents with annual household incomes below \$100,000, the James Road Route emerged as the most preferred option, with 28 individuals (60%) ranking it as their top choice. The remaining respondents showed varied preferences for the other routes, with the U.S. 12 Route being the next most favored, selected by 8 respondents (17%). This preference is reflected in their reported usage patterns: The majority of respondents with lower incomes indicated they would use the James Road Route frequently.

Proposed Trail Connections: Rochester and Chehalis Reservation

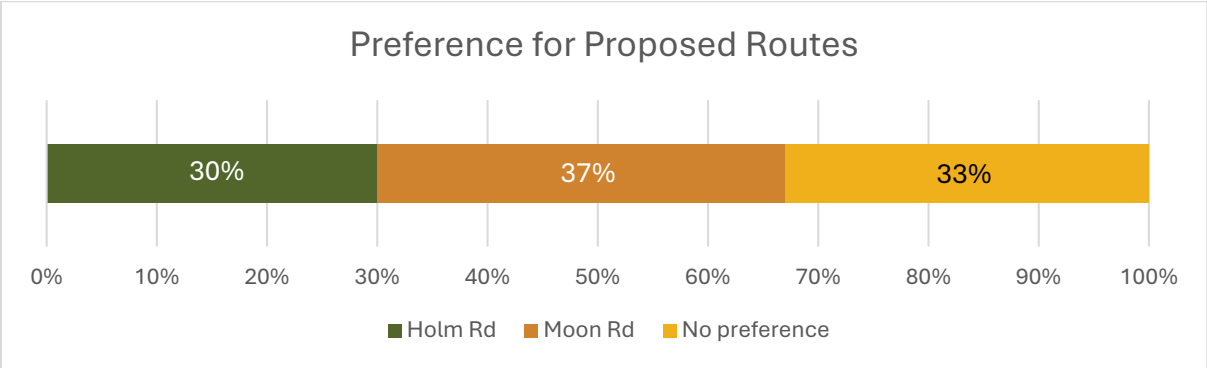
The survey also asked respondents to choose between two proposed trail routes—Holm Road Route and Moon Road Route—that would connect Rochester and the Chehalis Reservation to the southern terminus of the future Gate-Belmore Trail via the School Land Road SW corridor. A map illustrating these two routes is provided in Figure 5.

Figure 5. Proposed Trail Connections, Rochester and Chehalis Reservation



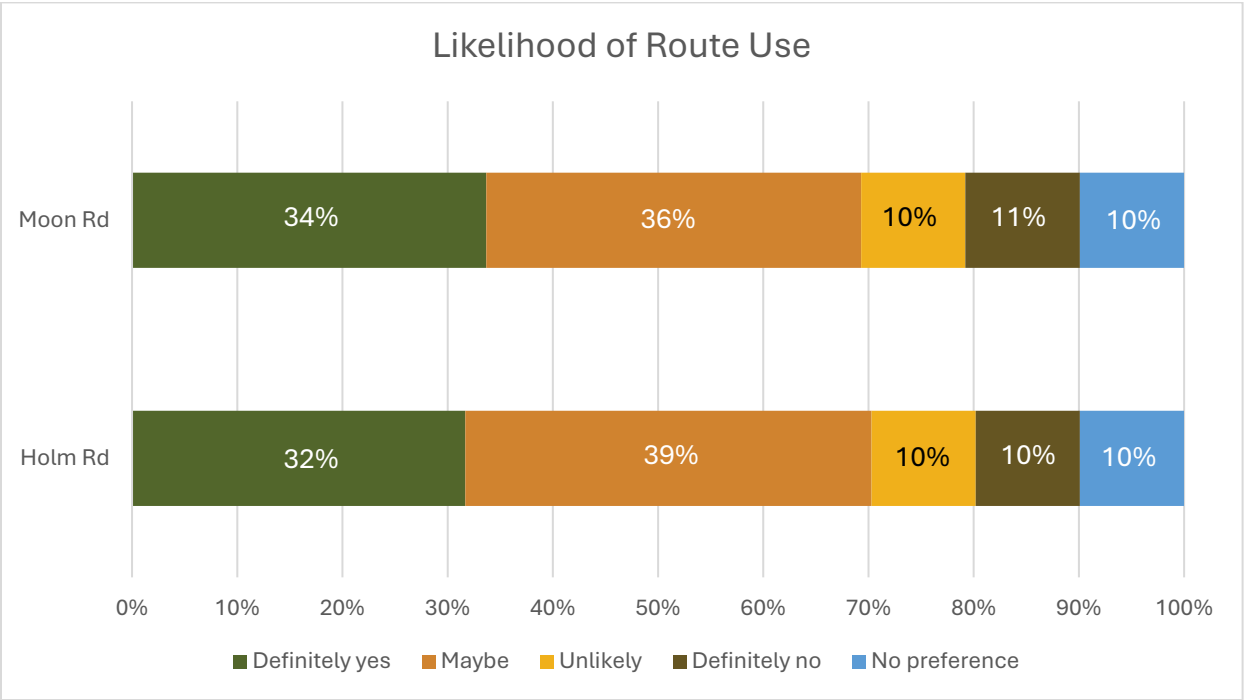
Respondents were nearly evenly split in their preference (Figure 6). A slight majority (37%) indicated preference for the Moon Road Route.

Figure 6. Preference for Proposed Trail Connections, Rochester and Chehalis Reservation



Respondents were similarly split in reporting the frequency with which they would use either trail (Figure 7). Most respondents indicated there was a possibility they would use either trail: 39% for the Holm Road Route and 36% for the Moon Road Route. The highest percentage of respondents indicating they would use a proposed trail frequently came in at 34% for the Moon Road Route.

Figure 7. Usage Levels of Proposed Trail Connections, Rochester and Chehalis Reservation



Data Disaggregation

Among the 20 survey respondents of color who expressed a preference for either the Holm Road Route or the Moon Road Route, the Moon Road Route was slightly favored. Twelve

respondents (60%) preferred the Moon Road Route. However, preferences for frequent use were more evenly divided. The Holm Road Route had just one more respondent reporting they would use it frequently compared to the Moon Road Route.

Similarly, the majority of respondents with annual household incomes below \$100,000 preferred the Moon Road Route. Of the 40 respondents who chose between the two routes, 24 individuals (60%) favored the Moon Road Route.

Like respondents of color, those with lower incomes showed a similar split in their frequency of use reports. The Moon Road Route had one more respondent indicating they would use it frequently compared to the Holm Road Route.

Additional Comments

Survey respondents were given the opportunity to share any additional feedback on the proposed trail connections or the Southwest Thurston County Trail Feasibility Study. A total of 95 respondents—more than a third of all respondents—provided feedback (Appendix B).

Overall, the comments reflect a strong community interest in developing safe, well-maintained trails but also highlight concerns about safety, impact on property, and effective use of resources.

Major Themes in Respondents Comments

1. Safety Concerns:

- **General Safety:** Many comments emphasize the need for safe trail environments, including concerns about speed on James Road and the potential danger from high-speed traffic on Highway 12. Several respondents expressed worries about crime, homelessness, and the need for police presence or security to ensure trail safety.
- **Existing Issues:** Some respondents pointed out existing problems with safety on existing trails, including homelessness and lack of maintenance, which impacts usability and public perception.

2. Desire for Improved Infrastructure:

- **Need for Trails:** A strong desire for more recreational trails and walking/biking paths is evident, with many comments highlighting the benefits of increased safety, exercise opportunities, and community connectivity.
- **Paved Trails:** There is a preference for paved or well-maintained trails to ensure year-round usability and accommodate various activities, including biking and rollerblading.

3. Community and Recreational Benefits:

- **Health and Recreation:** Many comments express enthusiasm for the health benefits and recreational opportunities that new trails would provide, including improved access for families, children, and cyclists.

- **Connectivity:** Suggestions include connecting trails to schools, parks, and other community destinations to enhance their utility and encourage greater use.

4. Concerns About Impact on Property and Environment:

- **Property Impact:** Several comments raise concerns about how the proposed trails might impact private property owners, including potential disruptions and changes to land use.
- **Environmental and Aesthetic Impact:** Some respondents worry about the environmental impact, including issues related to flooding, and the aesthetic value of certain routes.

5. Route Preferences and Suggestions:

- **Preferred Routes:** The James Road Route and Moon Road Route are favored by many for their potential benefits, though concerns about safety and cost are noted. The Highway 12 Route is seen by some as the most practical due to its direct alignment, despite safety concerns.
- **Alternate Routes:** Suggestions include connecting routes to existing trails, considering gravel options, and ensuring that the trails are accessible to various users, including horseback riders.

6. Financial and Resource Allocation:

- **Cost Concerns:** Comments reflect a debate over the cost of the proposed trails versus their perceived benefit. Some respondents question the allocation of funds, suggesting that money might be better spent on other community needs or existing infrastructure issues.
- **Maintenance:** The need for a clear plan for ongoing maintenance, including dealing with litter, restrooms, and security, is a recurring theme.

7. Community Engagement and Inclusion:

- **Inclusivity:** There is a call for the trails to be inclusive and beneficial to all community members, including different user groups like cyclists, walkers, dog owners, and equestrians.
- **Community Impact:** Some comments reflect a concern about how the trails will be received by local communities, including potential impacts on local culture and land use.

Appendix A. Community Survey



Southwest Thurston County Trail Feasibility Study Survey

1.

Introduction

Welcome to the Southwest Thurston County Trail Survey. Your feedback matters! We recommend you visit the [online open house](#) to learn about the study and the proposed routes before taking the survey. Your responses will help Thurston County plan for trails in your community for the next 10-20 years. All responses will remain confidential.

Thank you for your participation!

1. How important to the community is a paved trail that would connect Grand Mound, Rochester, and the Confederated Tribes of the Chehalis Reservation to the future Gate-Belmore Trail? (Select one)

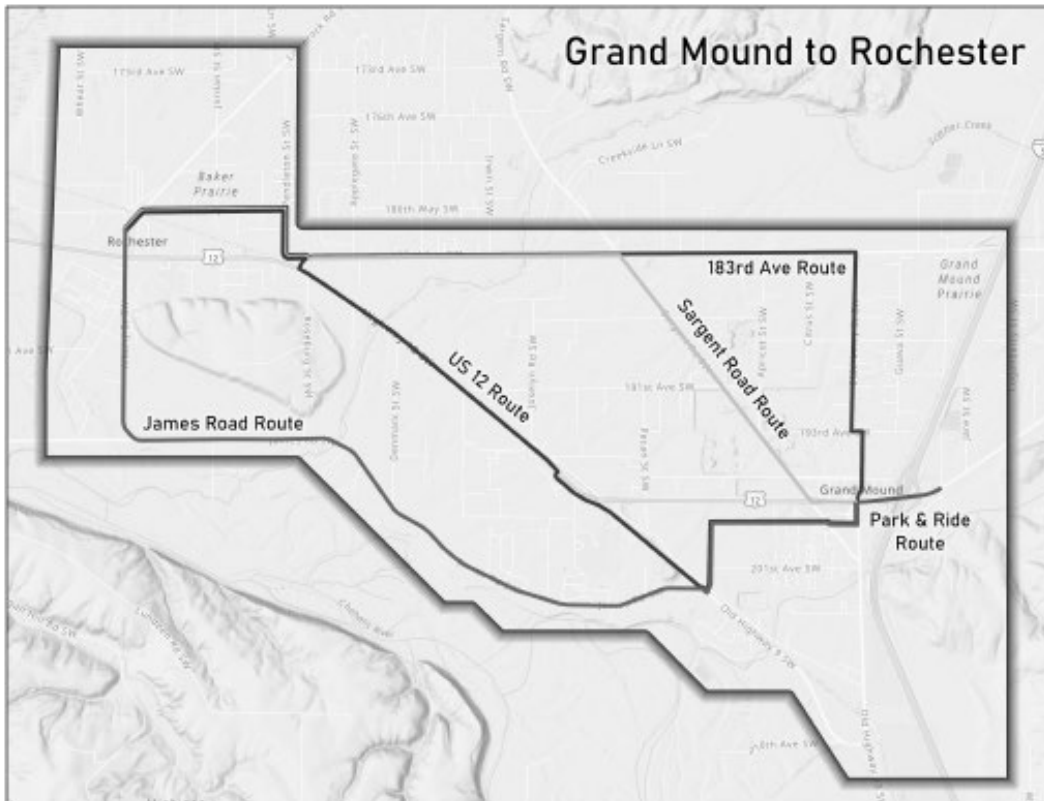
- Very Important - A system of east-west paved trails would benefit almost all of the community.
- Important - Paved trails are valued by many members of the community.
- Not sure - Uncertain about the importance of a paved trail.
- Not Important - Only a small share of the community would benefit from a paved trail.
- Very Unimportant - A paved trail is of minimal importance to most of the community.



Southwest Thurston County Trail Feasibility Study Survey

2.

Grand Mound to Rochester Trail Route Options



2. Of the four trail routes Thurston County is evaluating to connect the Grand Mound and Rochester areas, how would you rank their overall ability to satisfy the needs of the community? 1-Highest preference to 4-Lowest preference.

	183rd Ave Route: Elderberry SW / 183rd Ave SW / Pendleton St SW / 180th Way	Sargent Road Route: Sargent Road / 183rd Ave SW / Pendleton St SW / 180th Way	US 12 Route: Old Hwy 99 SW / 198th / Tea St SW / Old Hwy 9 SW / US 12 / Pendleton /	James Road Route: Old Hwy 99 SW / 198th Way SW / Old Hwy 9 SW / Jame
1. Highest preference	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2. High preference	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3. Low preference	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4. Lowest preference	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. Indicate how likely you or members of your household would use each trail alignment if one were constructed?

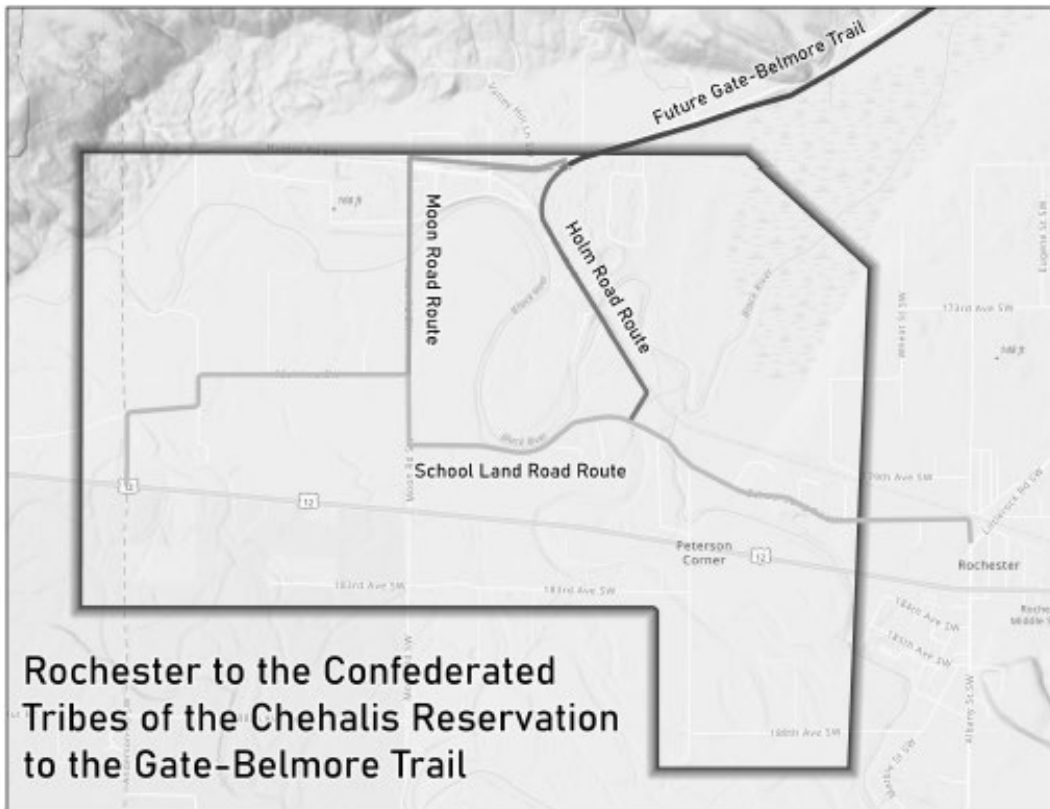
	Definitely yes - We would use this trail frequently	Maybe - There is a possibility we would use this trail occasionally	Unlikely - We are unlikely to use this trail	Definitely no - We have no intention of using this trail	No preference - We have no preference for any particular trail
183rd Ave Route: Elderberry SW / 183rd Ave SW / Pendleton St SW / 180th Way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sargent Road Route: Sargent Road / 183rd Ave SW / Pendleton St SW/ 180th Way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
US 12 Route: Old Hwy 99 SW / 198th / Tea St SW / Old Hwy 9 SW / US 12 / Pendleton / 180th Way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
James Road Route: Old Hwy 99 SW / 198th Way SW / Tea St SW / Old Hwy 9 SW / James Road / Albany St SW	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Southwest Thurston County Trail Feasibility Study Survey

3.

Rochester to future Gate-Belmore Trail connection
Route Options



4. Of the two route options that Thurston County is evaluating to connect Rochester and the Chehalis Reservation to the southern terminus of the future Gate-Belmore Trail via the School Land Road SW corridor, which route do you prefer? Select one.

- Holm Road Route
- Moon Road Route
- No preference

5. How likely would you or members of your household use the trail alignments below if one were constructed?

	Definitely yes - We would use this trail frequently	Maybe - There is a possibility we would use this trail occasionally	Unlikely - We are unlikely to use this trail	Definitely no - We have no intention of using this trail	No preference - We have no preference for any particular trail
Holm Road Route via School Land Rd / 175th Ave SW / McCormick Rd	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Moon Road Route via School Land Rd / 175th Ave SW / McCormick Rd	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Is there any other feedback you would like to share with Thurston County regarding the alternative routes or the study ?



Southwest Thurston County Trail Feasibility Study Survey

4.

Stay Informed

7. If you would like to be involved in or informed about trails planning in Thurston County, please provide your name and email address (optional):

Name

Email Address

8. How do you want to be involved in trails planning for Thurston County?

- Not interested
- Keep me informed via email
- Keep me informed via social media
- Participate in virtual meetings
- Complete surveys
- Participate in an advisory group for trails planning

Where you Live

9. Which best describes the location of your primary residence? (choose one)

- I live in a city or town.
- I live in a Native American tribal community.
- I live outside the boundaries of a city, town, or tribal community.

10. What is the zip code of your primary residence? (numeric 5-character box)

Information About You

Title VI of the Civil Rights Act of 1964 requires the Thurston Regional Planning Council (TRPC) to ensure everyone in the affected project area has a chance to be heard and to respond to planning programs and activities that may affect their community.

To assist with that process, we request that you voluntarily provide us with information about your race, ethnicity, and/or gender. You are not required to disclose the information requested in order to participate. TRPC's Title VI Coordinator will maintain strict confidentiality with the gathered information. For further information regarding this process, please contact Katrina Van Every, Title VI Coordinator at (360) 956-7575.

Please respond to the following questions:

11. What is your gender?

- Female
- Male
- Non-Binary
- Prefer not to answer

12. What is your age range? (choose one)

- 0-14
- 15-24
- 25-39
- 40-54
- 55-69
- 70-84
- 85 or greater
- Prefer not to answer

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

- American Indian or Alaska Native
- Asian or Asian American
- Black or African American
- Hispanic or Latino
- Native Hawaiian or other Pacific Islander
- White
- Another race
- Prefer not to answer

14. What is your household's annual income (before taxes)? (choose one)

- \$14,999 or less
- \$15,000-\$24,999
- \$25,000-\$34,999
- \$35,000-\$49,999
- \$50,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 or more
- I don't know
- Prefer not to answer

Thank you for participating in the survey.

Appendix B. Written Community Survey Comments

The following are written comments from community survey respondents. Included at the end is one additional comment that a community member submitted after the survey had closed. All comments are unedited and may contain typos and grammatical errors.

Is there any other feedback you would like to share with Thurston County regarding the alternative routes or the study?

95 respondents provided additional comments.

Responses (unedited)	
1	I don't live in the SW portion of the county so I would only use the trail occasionally for recreational outings - but for those that do live in the immediate area these connections will be invaluable.
2	Having a trail on James Rd to connect from Grand Mound to Rochester would be great because HWY 12 is very dangerous, the one thing to consider is that people speed A LOT on James so potentially a barrier would be needed or increase in police presence or lowering the speed. People go fast and don't respect the speed limit "cause it's the country". A trail on James would be much safer than the other options as well because they have the same problem of speeders. Hopefully in the future Thurston County will work on bringing sidewalks to Rochester/Grand Mound to make the area a more walkable place as well. Thank you for all your hard work on this!
3	For our family safety is the first thing we think of when walking anywhere. I do not believe we would be safe walking in South Thurston County. We have no police presence. I have lived in Grand Mound for over 7 years and the Thurston County Sheriffs no long keep a presence in our area. I can only assume why. A week never went by that I did not see a Sheriff patrolling the Grand Mound area. I felt somewhat safe. It has been months since I have seen a Sheriff here unless they have been called. My husband of 35 years is Native. I know a bit of the Native culture. What makes you think the residents of Oakville want "OTHERS" walking through their land? I am not talking about the leaders I am talking about the residents, the ones who will be encountering those people who have ventured onto their land. Have you thought about the safety of those who walk through the area. Are you expecting the Tribe to provide the response unit to respond to a potential incident on Confederated land? How will a resident be held responsible for a potential incident that could happen on Confederated land? In today's society safety has got to be the first thing anyone thinks of when walking anywhere. When I worked in downtown Olympia, daily I walked the area and never had an issue. For me and my family we will stick with walking in Tumwater.
4	Safety on tbe trails is a concern. Trails thru Olympia are virtually unusable because the homeless have taken them over.
5	We need recreation trails out here! I'm so excited to see that this may actually happen!
6	Separate bike trails can really improve the makeup of a community. They can improve safety in commuting, give children appropriate places to learn to bicycle, provide opportunities for exercise, and mini adventures for families. Please spend more time advancing important projects like this around the county and less effort on things like a new administrative center.
7	I often used many of the paved trails in WA and appreciate the continued growth

8	Bike trails along busy roads are a bummer. The road is loud and distracting and reduces the joy of riding. The Willipa Trail is a good example. The parts far from the road are the most used. The part next to the road is not fun to ride because the cars are loud and fast and just wreck the joy of a bike trail.
9	I hope that you also consider having areas so that dogs can accompany walkers. Poop stations etc. This is great and I am so excited for both walking/biking routes.
10	Used to ride on road from Little Rock to Rochester when it had bike day on a Sunday, until it become dangerous with cars
11	Paved trails, hopefully! I would rollerblade
12	It is unclear why the Hwy 12 route does not follow the full Hwy 12 alignment from the new roundabout in Grand Mound all the way to Rochester. That one section just west of the round about to approximately the railroad overpass was avoided... why? It seems the most direct and efficient (from the perspective of construction, right of way acquisition, and impact to private property) would be to follow Hwy 12. All other alignments would be hard pressed to match, or have room for, a separate and dedicated multimodal trail along Hwy 12. All the other streets would require significant reconstruction, right of way acquisition, and alienating property owners along those routes. Expanding the right of way for a trail like this may not be able to preserve building setbacks for residences along the Sargent/183rd/James Rd routes. The Hwy 12 route has the least impact to private property, the least number of residential driveway crossings for a trail (spots where bikers and cars can intersect/collide), and the most physical space (possibly keeping inside existing right of way) to build a proper 10-12' wide bike/ped trail. It is also worth noting that positioning a trail either along the north (Sargent/183rd) routes or the south (James Rd) would exclude the community on the opposite side of Hwy 12. I doubt the people that live on the north or south routes would go out of their way to use the trail opposite of Hwy 12. However, Hwy 12 is central to Grand Mound and Rochester and is a direct drop off to most housing through minor collector/local access streets, so this seems the most equitable route.
13	Safety of the completed trails at all times. Addressing homelessness occupying the trails and thus preventing their use as intended.
14	Can we consider the connection from the speedway all the way to Rochester? Also we desperately need some sort of pedestrian path over highway 12 connecting Joselyn to old hwy 9 for access to walking to the schools.
15	The lack of safe travel ways puts our youth at risk. The ones who do not drive are often riding bikes, forced into roadways at many points. With so many stretches of roadway that have no signage, youth are put at risk. Having pathways would be a wonderful alternative and would allow for more activities available to everyone. It also could be used for school athletics.
16	We need more sidewalks. It's dangerous walking here.
17	Moon road route offers possibility of connecting to Capitol State Forest. James road route would be a "nicer" option, but would require driving to it as opposed to the

	Sargent road route. Best option would be to construct both Sargent and James routes
18	this is much needed for the community.
19	love this idea! We need more safe trails for biking, walking, running
20	As a bike commuter from Grand Mound to Olympia, Im glad there are plans to increase the bicycle infrastructure in the area. As of current, commuting on Case Rd is dangerous. Cars drive well over the speed limit, which is already far to fast in my opinion at 50mph. This is essentially a residential area with houses off of the road, not a highway, although it is certainly treated as a highway. Adding infrastructure for cyclist in this area will increase the safety for cyclist which will also increase the number of cyclist.
21	I think you need to consider flooding areas on Moon and James Road routes.
22	Safety is my biggest concern in regards to using the trails with family.
23	Thanks for making this information available so clearly. It helps me understand the situation and see which would work better for my household.
24	To the money for better use somewhere else.
25	I lived in Germany for 5 years while serving in US Army. Bike trails, light rails were abundant and because of it the commerce in the areas were thriving all because of easy accessibility for everyone. I continually think how great a bike path to connect grand mound/Rochester to Centralia and Chehalis. also to Tenino. Downtown Chehalis businesses failed because of lack of foot traffic Increase accessibility and you will see that commerce will thrive because instead of driving families would be motivated to take a bike ride to eat or spend the day shopping
26	There is manure application on the fields on Moon road and on james road and people might not like the smell.
27	Please consider the impact on homeowners and where the physical location of the trails will be.
28	Maybe fix the existing roads with the money you have
29	The current trails are not safe for users but you're going to spend thousands of dollars and make more. That's crazy and wasteful. Maybe spend that money on a park for the Rochester area. Maybe take over Hoss Field and halo maintain it and make it a park for all to enjoy.
30	Tribe wants a trail let the tribe pay for it! Waste of my tax dollars. Don't need another place for the homeless to congregate like Lacey!
31	Holm road route should not be an option. It is peaceful because there is no route. Use the Moon road if you must since the traffic flow is established
32	Thank you for all the work you have put into this project. I am impressed with the alternatives and think your criteria does a great job of evaluating the options. Linkage to the schools is a critical need to provide our future generation an option of walking to and from school.
33	It would be great if these trails connected more directly to downtown Olympia, not just Belmont. I live in Olympia and work in Rochester and would love a viable and

	convenient bike route. As it stands I have no choice but to drive. This lack of freedom is a major downside to living in this county.
34	The homeless encampment needs to be removed from moon Rd.
35	James Rd traffic study needs to be completed and re-analyzed. This road has extremely dangerous speeds and is currently unsafe for walking and pulling out of driveways. I feel safer walking down hwy 12 than on James rd freeway.
36	We would love for you to finish the trail that is near the Littlerock saloon and the Chevron station!
37	Until encampments are cleared out, restrooms are closed, and security presence is added to existing trails no new trails should be created or expanded. Additionally any money that could be spent on trails should be spent on helping fix the homeless and safety problems in the community, that should be your top priority.
38	Thank you for considering this.
39	Will these trails be taking private property owners land??
40	No, but thank you for working to provide this resource to the Rochester Grand Mound community.
41	Stop spending money to appease the tribe. Work on the gate belmore trail connecting into Littlerock
42	Trails now have a habit of attracting criminals and drug addicts who camp along them stealing from the community due to a lack of a backbone from government officials. I am against any and all trails in this community because of it!
43	Originally many of the rails to trails were designed for this same purpose to have a safe trail for the community. However it has not been maintained and it now the abandoned trails are used for dumping, people drive vehicles/atv's destroying the trails and a place for homeless people. If the county puts in new trails - will they be maintained? How will they be patrolled to keep people safe?
44	I'd prefer the holm road but I understand it's more expensive
45	I will block the trails but sometimes it's not safe to walk by yourself on these trails
46	Elevation change and roadway information for each of the routes would be helpful in determining a route preference. It would be good to know how the paved trail would be separated and/or protected from the road for each option.
47	I think the weight of low-traffic stress is too high, especially when you are developing a grade-separated trail. While it would probably be more peaceful to ride along James Road, the trail would impact more private property owners where you may need to obtain ROW and from several who may not want a trail in their front yard. Hwy 12 route minimizes this private property issue, and WSDOT has statutory requirement to develop active transportation and trails in their ROW when feasible.
48	Thanks for continuing to promote trail projects as an alternative means of transportation and recreation.
49	We need paved walking trails desperately in this area. Very few roads have sidewalks so traveling by foot is not safe. Even a leisurely walk or bike ride is not safe

50	Restrooms are a must at fairly close intervals. Elderly walkers need frequent benches and restrooms. Dog waste bags with a receptacle, for dog walkers are also a must.
51	I am so happy that you are working so hard on these plans. My family can't wait for them to be completed
52	Most importantly, my wife and I would like to see the Gate/Belmore trail completed.
53	This is a top priority for our family. We would LOVE to be able to get out and walk and recreate safely through town, but that's not possible right now.
54	Once these trails are established, I think they will attract more riders from Olympia who would like to make a biking loop. Any improvements to get riders out of heavy traffic will be great!
55	No, not at this time thank you.
56	Moon Road route has high interest due to riders being able to reach berry fields easily. This would benefit families.
57	These trails should not be considered at all. Many residents bought property out here to minimize public interaction near their homes. These trails will bring attention of undesirable transients, just like the chehalis Western trail. I say NO to these trails!
58	The maps are too small and do not enlarge. How will trail upkeep, repair and maintenance, be funded? What about the litter and trash that will surely accumulate on the trails. How often will it be gathered and picked up and how will that be funded? No question in the survey on the use of the trails - will the trails be for hiking? bicycles? quads? Horses? Shared by all?
59	We need alot more things like this! This will be amazing!!!
60	I would suggest Thurston County add sidewalks in Grand Mound. Currently 201st and other areas people would walk from their home if close enough, don't have side walks to safely get to the trail. We need more side walks to keep the community safe including the foot traffic from the Great Wolf Lodge.
61	This area desperately needs paved trails and sidewalks, especially on the stretch of highway in front of Great Wolf Lodge and the food spots nearby.
62	Do not put the trail along hwy 12. Mixing high speed vehicles with pedestrians and bicyclist is ALWAYS a bad idea!
63	As a horseback rider, I see no advantage to any of these trails and they seem to be specifically geared towards runners or bikers. It would be great to have more safe trails for equestrians aside from Scatter Creek where you have to trailer to a staging area. I'd love to be able to ride from my house to a local safe trail but that will never happen. I'm sure cyclists would love these proposals though and would be much safer for them rather than riding on our streets. People drive way to fast around here.
64	The Holm Road route definitely is not a good route. As noted, it would be expensive. Further, there is no access to Black River from Laymon St. SW. The actual county road ownership by title ends several hundred feet Easterly of the river. The land between the end of Laymon St and the river is a private ownership and has existed and been used as such for the last 90 years or so. This knowledge is due to the fact that my family lived in this specific area and have known the previous owners who

	also used this portion of the proposed Holm route for that period of time. Therefore, it is my view that this proposed Holm route cannot be favorable at all from a financial standpoint (as already pointed out).
65	We have farmed our homesteads on Laymon Rd since the 1890's. To think this trail will go right through our farm is shocking! We have voiced our concerns for years and you are ignoring our concerns. We are very private and to think strangers would be going through our farm disturbing our livestock, leaving litter, polluting the river where we swim and camp, stealing from our out buildings because trust me there will be homeless vagrants using this trail a lot! Please please consider not using Laymon Rd as a route.
66	As a parent and a new resident and homeowner in Rochester, a trail system nearby would improve my family's quality of life dramatically. I grew up in Bellingham, and we used the gravel interurban trails almost daily, they were a huge asset to the community. The lack of pedestrian infrastructure in South Thurston is frankly embarrassing. Don't get hung up on paving it, if gravel gets the trail completed faster and more economically, I think it's a better choice. Wealthy road bike enthusiasts shouldn't cost kids years of a safe trail to walk home on. The bicyclists who I see commuting along Highway 12 are hybrid trail bikes. I only see the occasional road biker, and I doubt any of them live here.
67	The James Rd. route would connect 3 schools and Swede Hall to downtown Rochester. This also would provide a safe way to get to Rochester Middle School. This would provide families and community groups to travel between the areas in a safe way when they do not have vehicles.
68	Just hoping that whatever routes are chosen that it won't impact land owners too much and that it will be scenic.
69	The Park and Ride on Exit 88 needs to become a safer place for people to park. Too many homeless have been staying there or around there to be considered safe to leave vehicle. Homeless compound behind it currently across from truck wash.
70	Encouraging bike riding, especially for commuters, is an important part of climate resiliency.
71	It would be nice to see the overall strategy for the local, regional, and maybe even national trails. I'm also interested in how these trails might link up with the light rail system.
72	These routes would have be open and have E-Bike access.
73	I am very excited about the planned trails, this community is in great need of safe bike/walking routes.
74	This is a great idea! Trails to connect communities and encourage outdoor activities are vital!
75	I would be a trail user frequently if the trails are safe and pretty, friendly to bikes and dogs.. but I also know there are many in the community that could use the straight forward trails to get them safely across town. I wish we could just do them all.
76	The new trail connections to the Gate Belmore trail are important for all future users, even those who do not live in the area. Future users of the Gate Belmore trail may go

	to destinations in south county as part of their ride. Out of area people may visit to use the trail and want to go to destinations in the area. Please provide for as many access points to the trails as possible so that everyone can use them.
77	The area east of Elderberry/Guava/I-5 to Tilley Rd and Old Highway 99 SW north to 163rd/Goddard Rd SW is completely left out of the equation. Shame on you.
78	I live in an area where there is no area to walk due to the fact that there is no shoulder to walk on and what traffic there is travels way too fast. I tried to take my granddaughters for a bike ride and had to stop because a driver passed us going 60 in a 35. We didn't even have a place to pull to over, so we immediately went back home. We were only a block away. We have to drive 20 miles to get to a bike/walking trail.
79	I would like a bike trail from Rochester to Oakville, that does not require me to ride on SR 12.
80	there is a ton of money being spent on all of this and when taxpayers finish paying for all of this...very few people will utilize it except homeless and vagrants... this is a total waste...just like sidewalks being installed in rural and dead end roads no reason for walkers to use this area...another waste of monies is the project near District office in Rochester,..full of weeds and brush now...no one using it
81	The likelihood of using any of the trail options for me (someone who lives locally in Rochester) is the recreational aspect of the trail. I would love to have a local walking trail if it is safe (separate from vehicles) and has interesting features. For example a trail down highway 12 would be really great for travel but not great for recreation
82	Riding a street bike in the Rochester/Grand Mound area is dangerous. When living in the Puyallup area I used the Pipeline trail often. It was great to see bikers / walkers / runners / making the use of the trail. Making a safe riding / walking path will help people exercise and have a positive economic impact.
83	Looking forward to having the gate-belmore trail accessible for our family.
84	This is long over due!
85	I know this is off topic but can we build a family park in the Rochester / Grand Mound area?
86	would love to have a reason to get outside
87	We really Need trails and recreational facilities in this area!!
88	Add gravel shoulders for horseback riders.
89	With all the funding issues in the county, a trail that your own survey says only 36% say they will ever use...is a big waste of taxpayer money. Disgusting.
90	There is not enough foot and bicycle traffic to justify wasting money on this project. The one bicycle even every year doesn't even provide that much road traffic congestion or safety concerns to justify this project.
91	We need bike/walking paths route along county roads
92	I'm super excited for this trail!
93	My family is excited to have safe trails to use. Thank you.

94	Holm rd would be less traffic and in my opinion more scenic, but the river crossing adds way too much cost given moon rd is perfectly fine and leaves more funds for the project.
95	Always in favor of cycling or walking to get more cars off the road!

Additional comment:

I'm a horseback rider and don't know if most of this route would draw many horseback riders. But, the Gate-Belmore trail plans to allow horseback riding and will be a draw, so a link to your trail may draw horseback riders further. The important things for both trails is to provide a soft surface trail well separated from the paved trail for the horses, and sufficient parking for our long rigs. I lived in east King County until I retired where the Sammamish Slough trail is very popular for non-motorized users including horseback riders. That trail has a soft surface path along the paved path and is very popular with horseback riders.