



Bicycle Connections Survey Results

NOVEMBER 2025

Thurston Regional Planning Council
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Introduction

This report summarizes the results of the Bicycle Connections Survey. Thurston Regional Planning Council (TRPC) conducted this survey to gather information from cyclists and non-cyclists, which is being used to inform the Bicycle Connectivity Strategy.

About the Bicycle Connectivity Strategy

Riding a bicycle is one of the most economical, active, and environmentally friendly ways to travel. But there are barriers to bicycling in the Thurston region:

- **Countywide planning:** Our region lacks a collaborative, countywide plan for our bicycle network.
- **Safety concerns:** Cyclists are vulnerable to automotive collisions and face greater risks for serious injury and death.
- **Limited funding:** Bicycle projects are just one part of overall transportation budgets.
- **Physical and environmental constraints:** There are limits on where and how bicycle infrastructure can be built.

Through the Bicycle Connectivity Strategy, TRPC is collaborating with jurisdictions and other partners to address these concerns and more. The overarching goal of the project is to make bicycling safer, more convenient, and more accessible throughout Thurston County.

Project Activities

The Bicycle Connectivity Strategy will work with Thurston County communities to develop a common vision for a countywide network of bicycle routes. Establishing this vision will ultimately help make the Thurston region's transportation system safer for all users, as well as help encourage more people to travel by bike. It's also aligned with our region's vision for the future of our transportation system.

Bicycling in the 2050 Regional Transportation Plan

Goal 11: Increase the share of all trips made safely and conveniently by bicycling.

Policy 11.a: Develop a continuous, safe, and convenient regional bicycle network that functions as an integral part of the overall transportation system.

Key activities of the Bicycle Connectivity Strategy include:

- **Engaging the community** to learn about key needs and build consensus on goals for a bicycle network.
- **Identifying gaps** in bike routes in our communities and between jurisdictions and identifying opportunities to expand bike routes to the places people want or need to travel to.
- **Recommending safety and efficiency improvements** so that more people feel confident bicycling on our region's streets, roads, and trails.
- **Planning for future projects**, including identifying project recommendations and a strategy to build safe and connected bicycle infrastructure.

Funding

This project is funded by a \$400,000 Surface Transportation Block Grant from the Federal Highway Administration. It launched in March 2025 and will continue through at least December 2026.

Partnerships

The Bicycle Connectivity Strategy is led by an advisory group comprised of representatives from:

- Town of Bucoda
- Confederated Tribes of the Chehalis Reservation
- Intercity Transit
- City of Lacey
- City of Olympia
- City of Tenino
- Thurston Climate Action Team (TCAT)
- Thurston County
- City of Tumwater
- Washington State Department of Transportation (WSDOT)
- City of Yelm

Survey Overview

The Bicycle Connections Survey and a corresponding online story map were advertised and open to the public from April 18 to June 30, 2025. The survey included 10 questions to gather feedback about community bicycling needs in Thurston County. The questions focused on four key areas: The characteristics of bicyclists, bicycling patterns, safety, and current conditions and future priorities.

Outreach Methods

TRPC used multiple channels to advertise the Bicycle Connections Survey. In-person outreach consisted of:

- **Bicycle Community Challenge:** During Intercity Transit’s annual event, TRPC staffed a booth at the Farmers’ Market during the Earth Day Market Ride on April 19 and at multiple stations on Bike to Work Day on May 15. TRPC staff engaged with community members and handed out small cards with a QR code for the survey (Figure 1).
- **Community events:** TRPC hosted a booth at multiple community events from mid-April through June, continuing to engage with community members and hand out survey cards. These events were:
 - Public Service Recognition Week, May 7
 - Lacey Spring Fun Fair, May 17
 - Yelm Prairie Days, June 14
 - Rochester Swede Day, June 21
 - Tenino Family Fun Day, June 21
 - Capital City Pride, June 28
- **Inserts in water bills:** TRPC inserted survey cards into water bills mailed to the residents of Tenino and Bucoda. A total of 1,130 survey cards were included in their June water bills.

Figure 1. Bicycle Connections Survey card, front and back

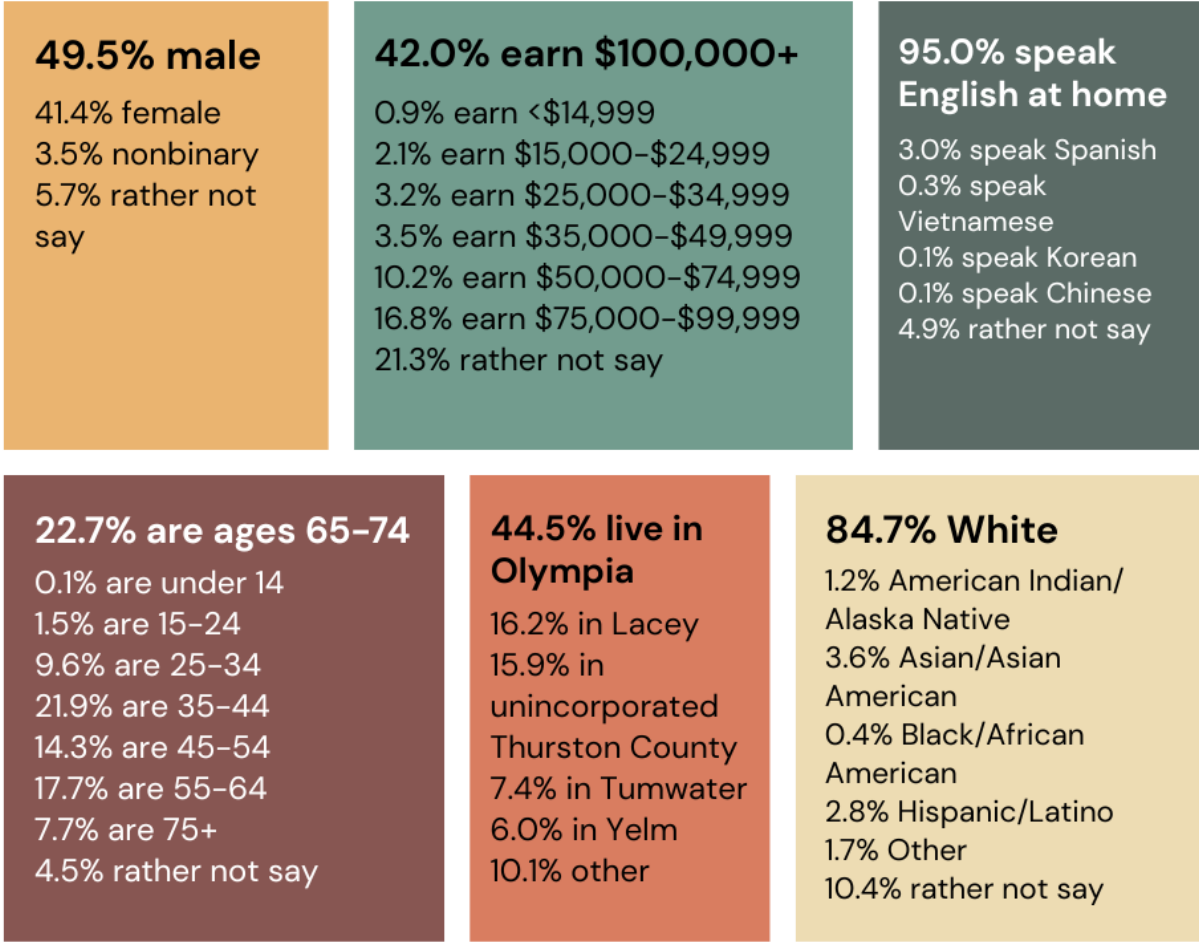


Digital outreach consisted of:

- **Online open house:** Available 24/7, the online open house provided details about the project, including an interactive story map that described the type of bicycle infrastructure that exists throughout Thurston County. Both the open house and the story map included links to the survey.
- **Website updates:** The survey was advertised on TRPC's homepage and the Bicycle Connectivity Strategy's webpage.
- **Social media posts:** TRPC published and boosted posts about the survey on its Facebook and LinkedIn accounts on May 13 and June 23.
- **Press release:** TRPC published a press release about the survey on June 11.
- **Newsletters:** Information about the survey was included in newsletters distributed by Intercity Transit, Thurston Climate Action Team, and the Confederated Tribes of the Chehalis Reservation.
- **Direct emails:** TRPC staff sent emails about the survey to members of its Council, Transportation Policy Board, and Technical Advisory Committee; Employee Transportation Coordinators at worksites affected by Washington's Commute Trip Reduction Law; and members of a bicycling club from the Ovation at Oak Tree residential community.

Survey Respondents

A total of 927 respondents completed the Bicycle Connections Survey. Of those, 781 provided demographic information. Most respondents were white men who earn an annual household income of \$100,000 or more. There was, however, more variation in the ages of survey respondents.



Although the results of this survey do not constitute a statistically valid sample of Thurston County's population, they do offer a clearer understanding of the diverse bicycling needs across Thurston County.

TRPC is committed to amplifying the voices of traditionally underrepresented and underserved communities. This report highlights the results of the 349 respondents (44.7%) who identified themselves as women or nonbinary, the 154 respondents (19.7%) who earn an income below \$75,000 annually, and the 66 respondents (8.5%) who identified themselves as people of color¹, and compares each of these demographic subsets' results with all responses². This report reveals key differences and similarities among underserved communities that can inform more inclusive planning.

¹ TRPC defines "people of color" as those who are American Indian/Alaska Native, Asian/Asian American, Black/African American, Hispanic or Latine, and/or Native Hawaiian or other Pacific Islander.

² Some individuals may belong to multiple demographic categories, and their responses may be represented in more than one group.

Key Takeaways

People of color and people earning less than \$75,000 annually are more likely to bike commute to work or school daily. These communities are also more likely to ride their bikes to connect to public transit.

Poor weather is the biggest barrier preventing respondents from riding their bikes more frequently. Other top barriers include a lack of secure bike parking at their destination, destinations being too far to bike to, and not feeling confident riding in traffic.

Respondents' top safety concern is busy roads that lack bicycle infrastructure. However, people of color and people earning less than \$75,000 annually reported their top concern is missing or disconnected bike paths.

Respondents' top priority for future bicycle routes is routes to schools. Women and nonbinary people had a slightly higher preference for routes to schools as compared to overall survey results.

There is widespread support for interjurisdictional collaboration on bicycle infrastructure. An impressive 93.3% of survey respondents agreed that local governments should work together to plan, fund, and invest in bicycle infrastructure that improves safety, connectivity, and accessibility.

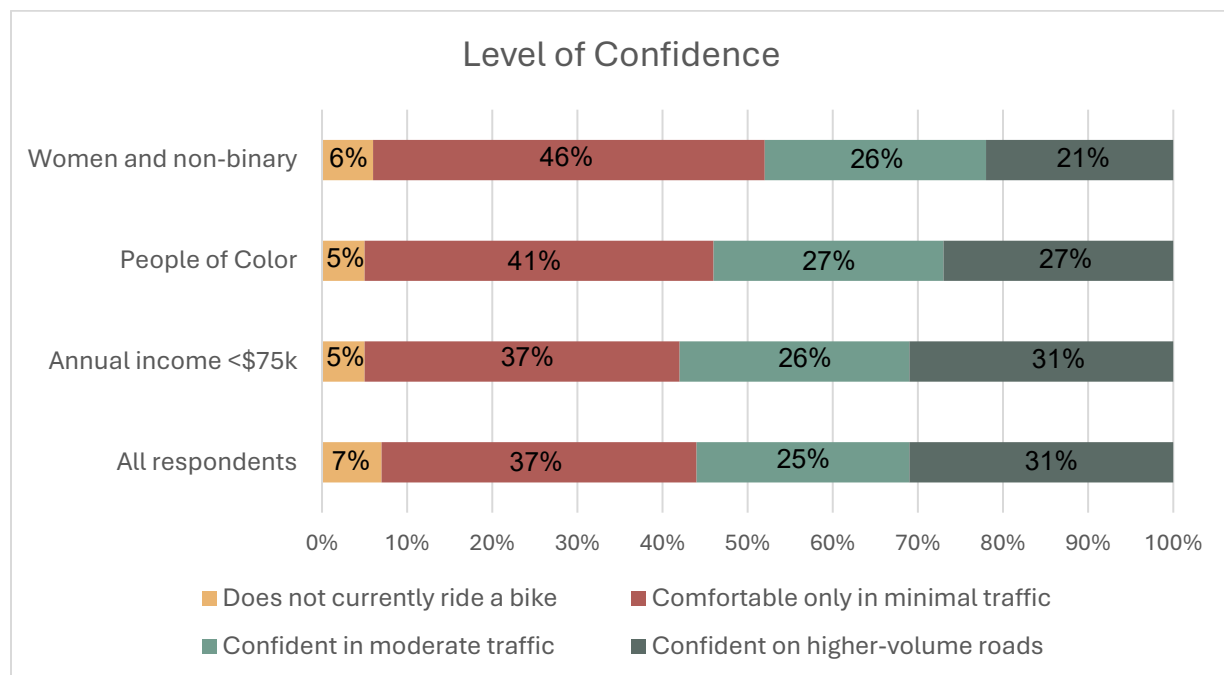
Results

The remainder of this report highlights the findings for the four key question areas: The characteristics of bicyclists, bicycling patterns, safety, and current conditions and future priorities. The full text of the survey can be found in Appendix A, and detailed survey results can be found in Appendix B. All 401 comments received are in Appendix C.

Characteristics of Bicyclists

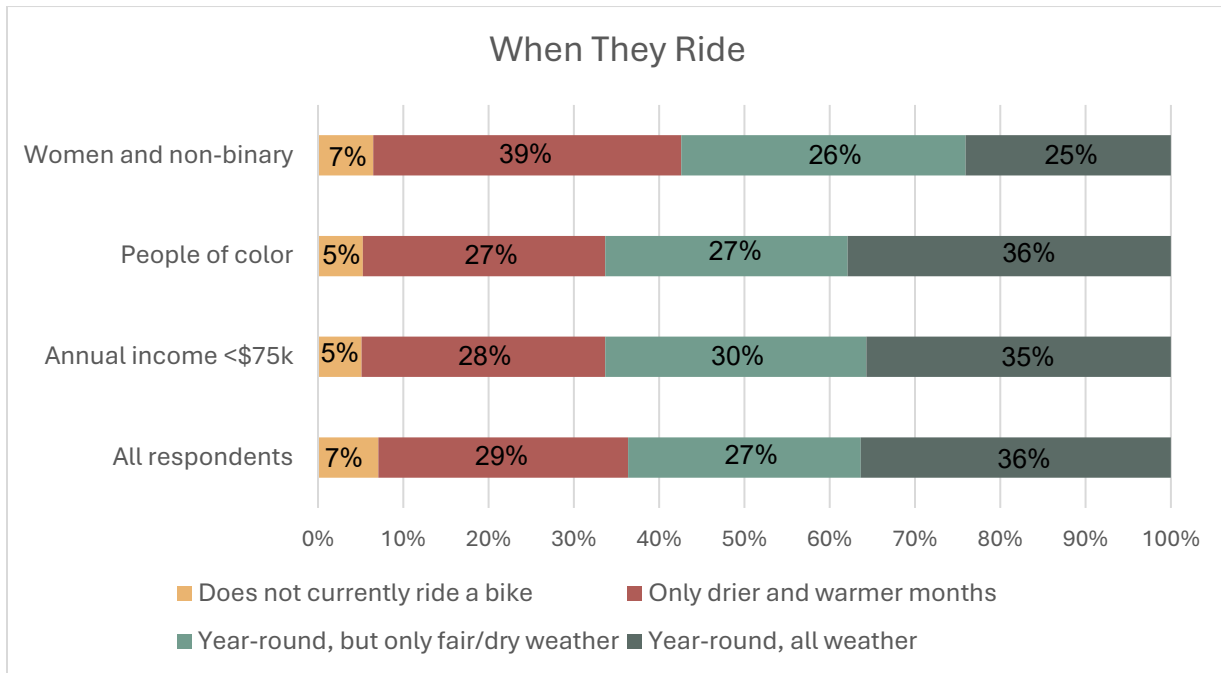
Question 2 of the survey asked respondents about their level of confidence when riding a bicycle in different traffic conditions. **Overall results indicate a relatively even spread in respondents' confidence levels.** People of color and women and nonbinary respondents were somewhat more likely to report lower confidence (Figure 2).

Figure 2. Level of confidence when bicycling



Question 3 of the survey asked respondents when they typically ride a bicycle. **Again, there was a relatively even spread in when respondents ride.** Women and nonbinary respondents were notably more likely to ride their bikes during drier and warmer months (Figure 3).

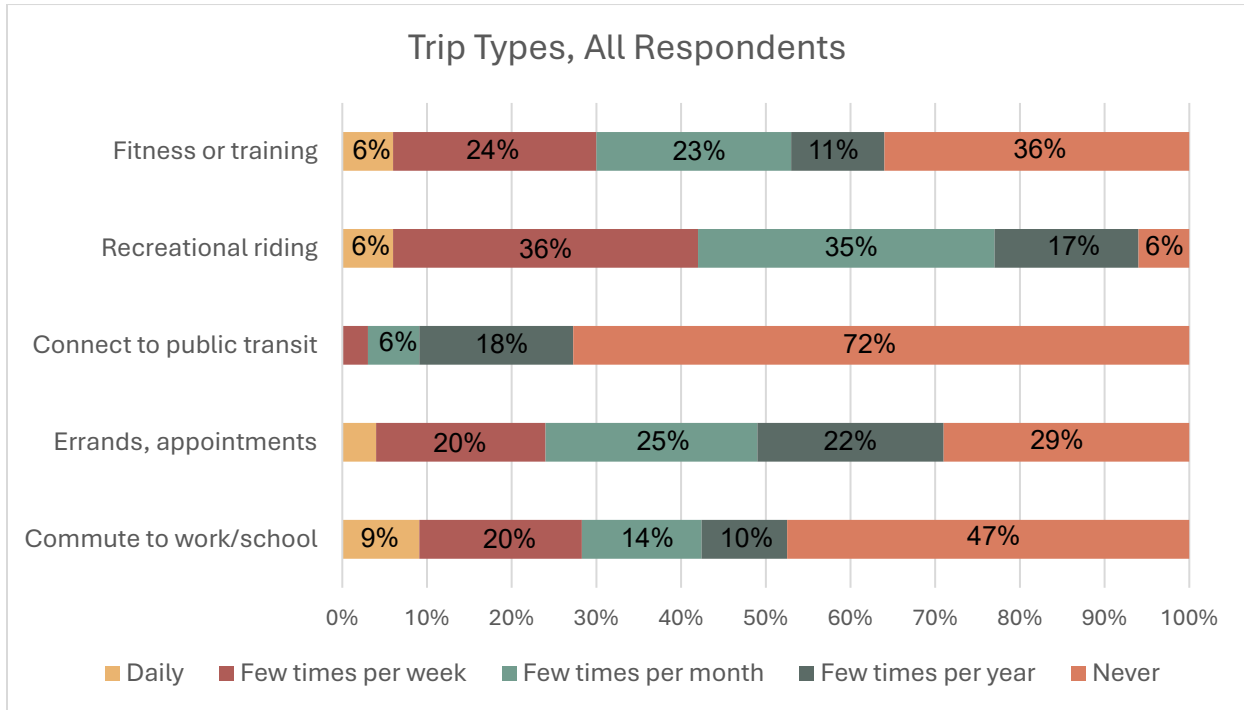
Figure 3. When respondents ride their bicycle



Bicycling Patterns

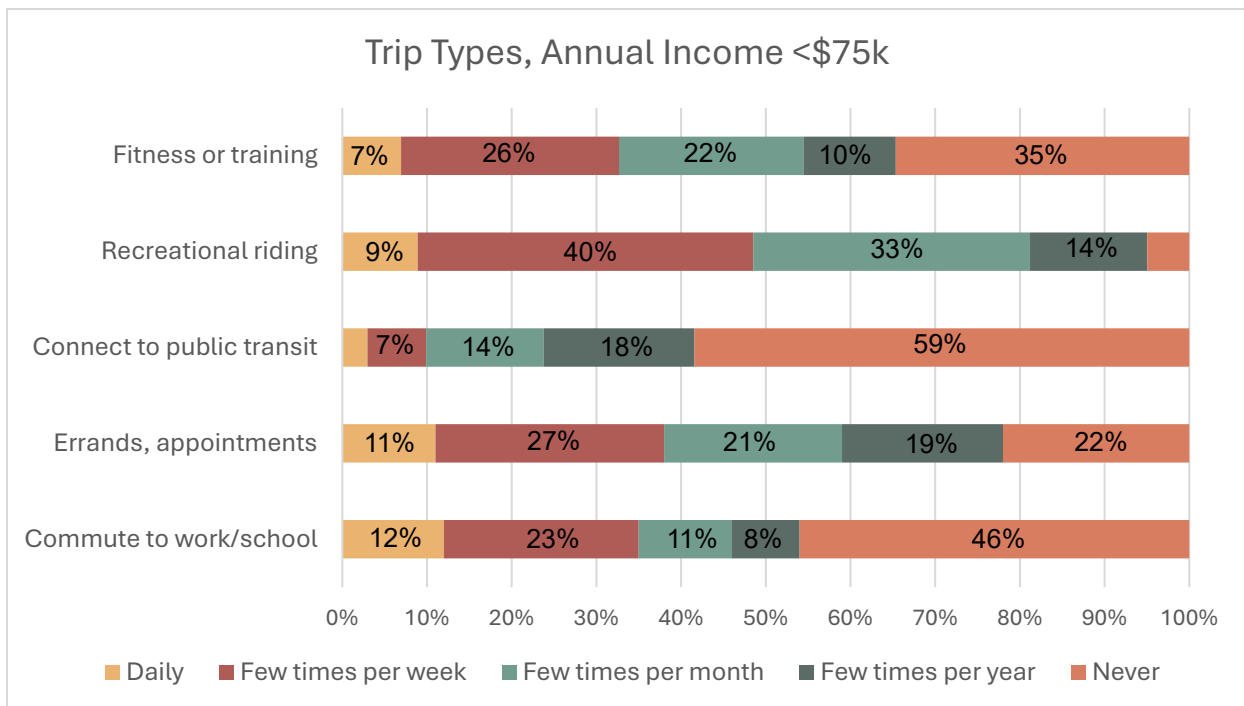
Question 4 of the survey asked respondents how frequently they made certain trips by bicycle. **The most popular activity was recreational riding**, with 76.7% of respondents reporting they made that type of trip at least a few times per month (Figure 4).

Figure 4. Bicycle trip types, all respondents



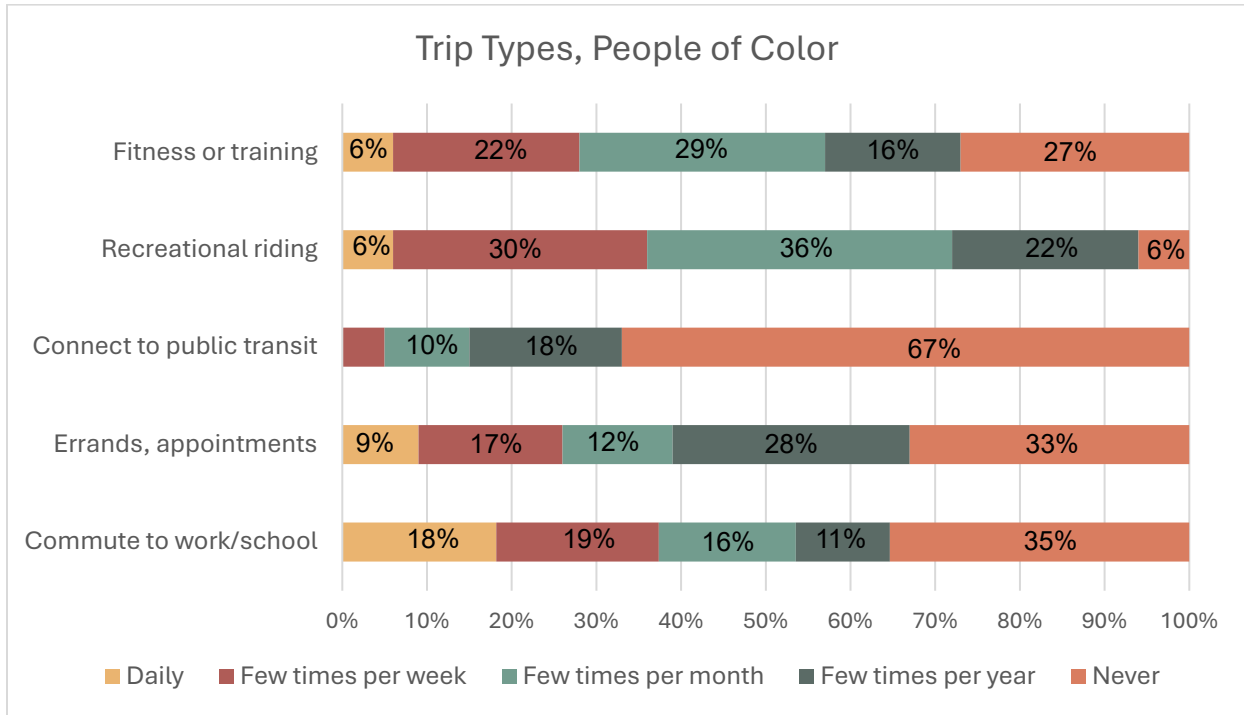
People who earn less than \$75,000 annually were more likely to commute to work or school daily, as well as connect to public transit (Figure 5).

Figure 5. Bicycle trip types, people earning less than \$75,000 annually



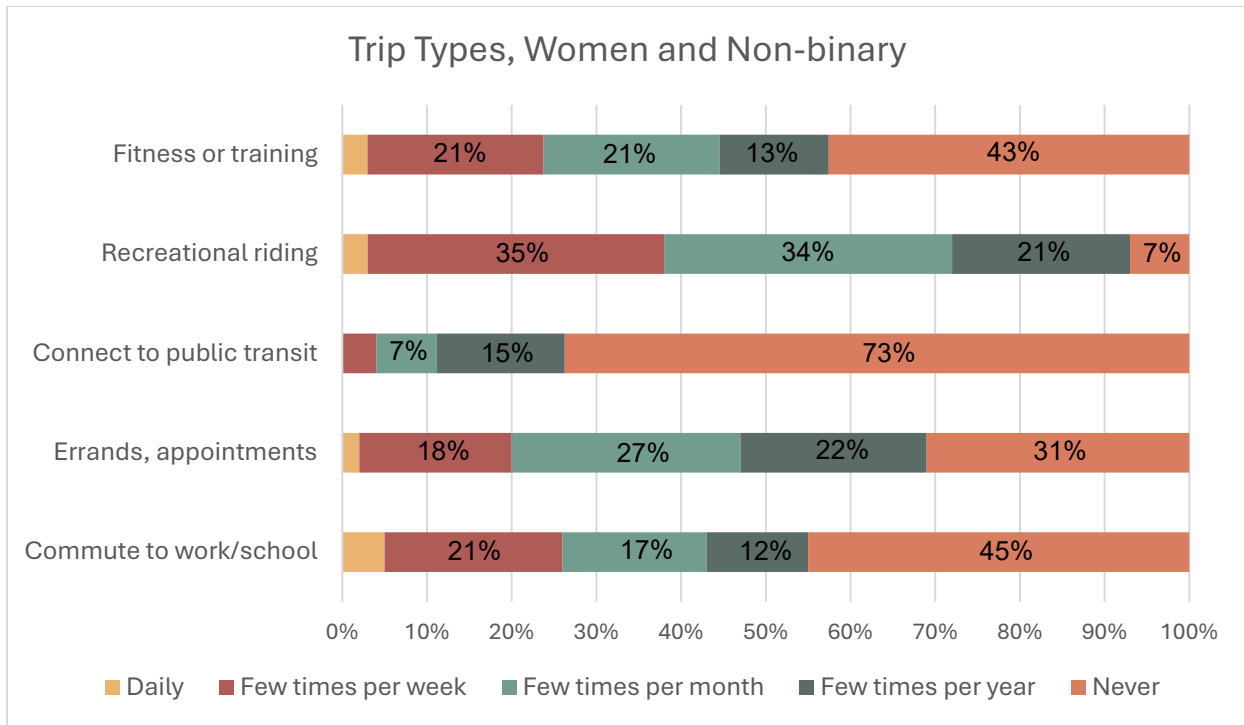
People of color were even more likely to commute to work or school daily (Figure 6). Notably, this community also reported a higher rate of bicycling to run errands.

Figure 6. Bicycle trip types, people of color



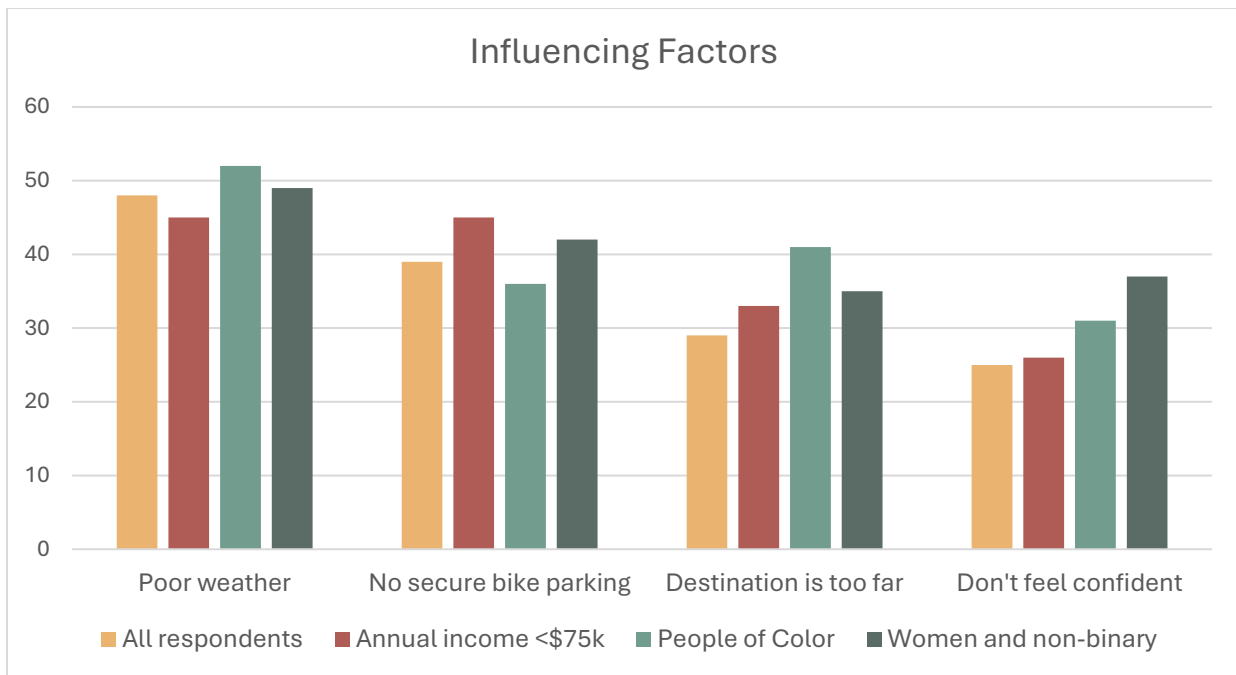
Women and nonbinary respondents were the least likely to commute to work or school by bicycling (Figure 7).

Figure 7. Bicycle trip types, women and non-binary folks



Question 7 of the survey asked respondents about the factors that influence how often and where they ride a bike. Respondents had 10 options to choose from, but across all groups, four barriers were ranked highly while the others were not. **Close to half (47.7%) of respondents indicated that poor weather is a barrier to riding a bicycle** (Figure 8). The other top barriers were a lack of secure bike parking at their destination, destinations being too far to bike to, and not feeling confident riding in traffic or lacking bike handling skills.

Figure 8. Factors influencing bicycle riding



Note: Percentages will not add up to 100, as respondents could choose multiple options.

For people earning an income below \$75,000 annually, poor weather was slightly less of a barrier. A lack of access to secure bike parking was their greatest barrier.

For people of color, poor weather was a greater barrier than for any other group. This community also had the highest proportion of respondents indicating that faraway destinations were a barrier.

Women and non-binary folks were the most likely to report that not feeling confident riding in traffic is a barrier that prevents them from riding a bicycle.

It should be noted, though, that more than a third of all survey respondents also indicated that they ride their bike year-round, in a variety of weather conditions. Thus, while the Thurston region's rainy weather may pose a barrier, it may not be an insurmountable one. It may be the case that the weather itself is not as much of a barrier as the lack of resources for managing it. Perhaps a lack of covered bike parking, for example, prevents people from riding their bikes because there would be no dry place to stow them. Additional community feedback may be necessary to better understand the barrier posed by our region's weather.

Safety

Question 6 of the survey asked respondents what safety concerns most influence how and where they ride their bicycle. Respondents had seven options to choose from, but across all groups, four safety concerns were ranked highly while the remainders were not (see Appendix B for rankings of all safety concerns). **The top safety concern, by a thin margin, was busy multi-lane roads without bicycle infrastructure** (Table 1).

Table 1. Safety concerns rankings

Safety concern	All respondents	Annual income <\$75k	People of Color	Women and nonbinary
Busy multi-lane roads without bike infrastructure	1	2	2	1
Missing or disconnected bike routes	2	1	1	2
Large or high-traffic intersections	3	4	3	3
Unsafe driver behavior	4	3	4	4

Question 9 of the survey asked what bicycle safety measures should be prioritized. Respondents had nine options to choose from; again, across all groups, the top four options were ranked highly while the remainders were not (see Appendix B for rankings of all safety measures). **Respondents indicated that filling gaps in the network was their top priority** (Table 2). However, people earning an income below \$75,000 annually, as well as women and nonbinary respondents, indicated that safer intersections were their top priority. Women and nonbinary respondents also gave equal ranking to both protected bike lanes and filling gaps in the network.

Table 2. Safety measures rankings

Safety measure	All respondents	Annual income <\$75k	People of Color	Women and non-binary
Filling gaps in the network	1	2	1	2
Safer intersections	2	1	3	1
Protected bike lanes	3	3	2	2
Better crossings	4	4	4	4

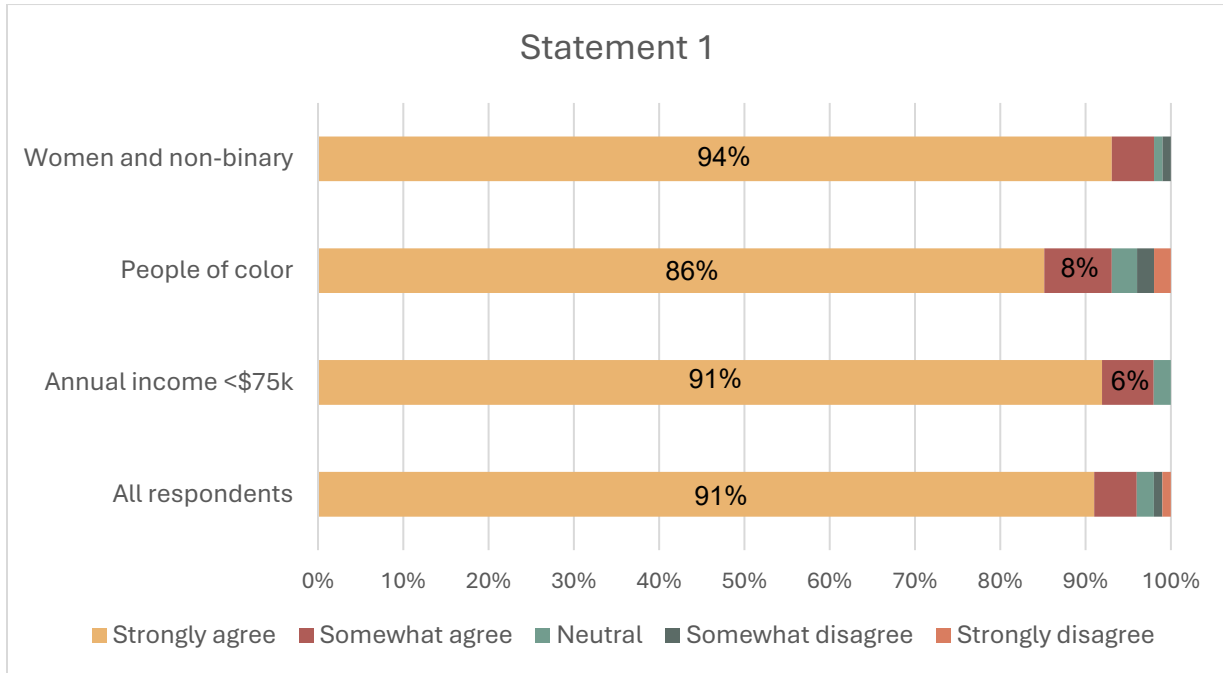
Current Conditions and Future Priorities

Question 5 of the survey asked respondents to indicate how strongly they agree or disagree with a series of statements describing overall bicycling conditions in Thurston County. The four statements were:

1. Bicycling should be a safe, convenient, and reliable way to travel for people of varying age and ability.
2. The existing bicycle network allows me to safely reach my destinations.
3. The current bicycle network provides well-connected, direct, and practical routes to key destinations (e.g., workplaces, schools, shopping areas, parks).
4. Local governments should work together to plan, fund, and invest in bicycle infrastructure that improves safety, connectivity, and accessibility.

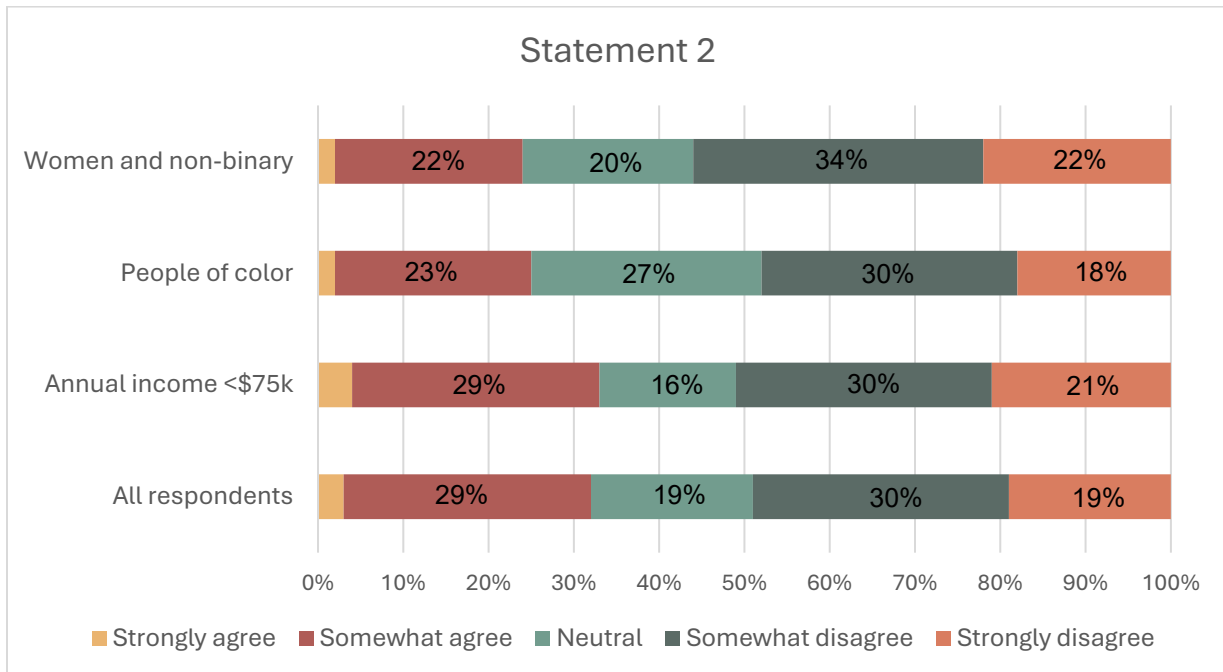
Respondents largely agreed with Statement 1 (“Bicycling should be a safe, convenient, and reliable way to travel for people of varying age and ability”), though people of color were slightly less likely to agree (Figure 9).

Figure 9. Responses to Statement 1



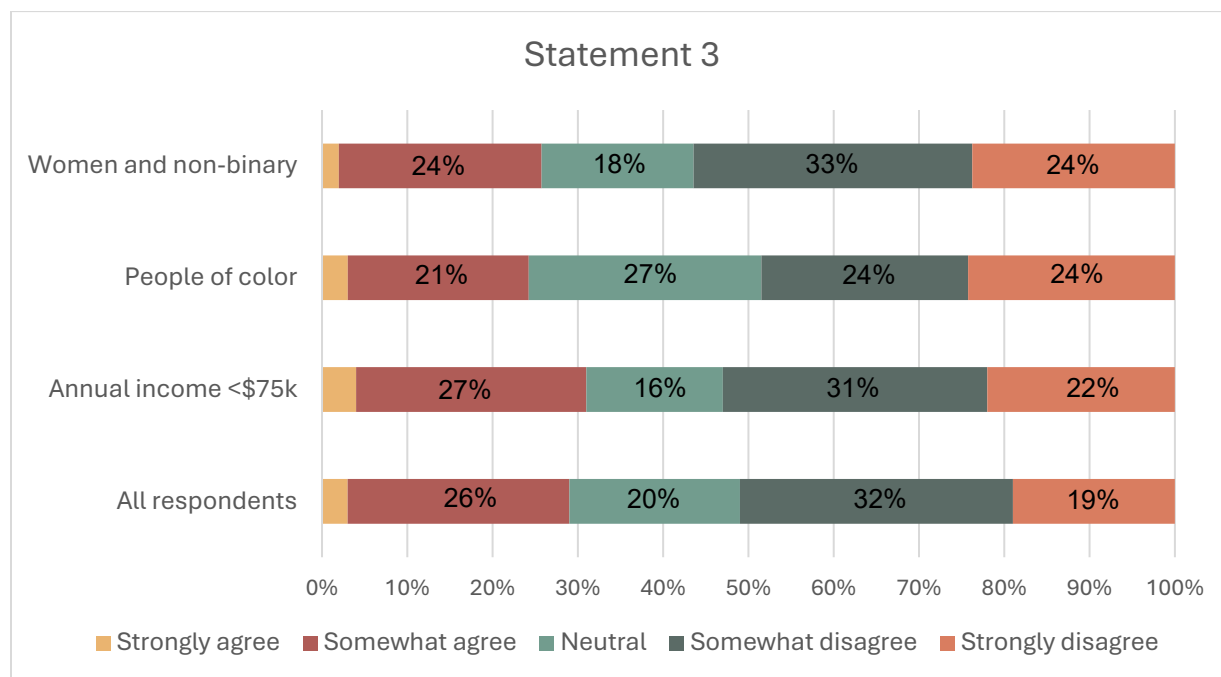
Responses to Statement 2 (“The existing bicycle network allows me to safely reach my destinations”) were mixed (Figure 10). Women and non-binary folks were slightly more likely to disagree that the existing bicycle network allows them to safely reach their destinations.

Figure 10. Responses to Statement 2



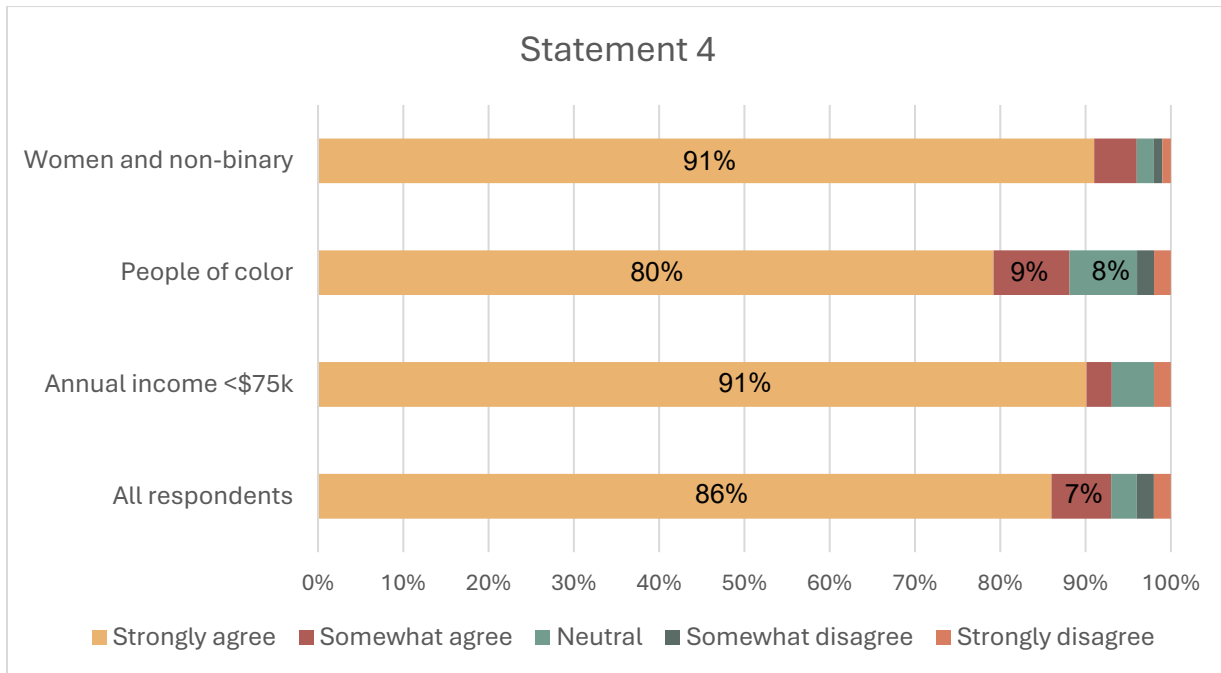
Responses to Statement 3 (“The current bicycle network provides well-connected, direct, and practical routes to key destinations”) were also mixed (Figure 11). Respondents across all groups answered very similarly to how they did for Statement 2.

Figure 11. Responses to Statement 3



Finally, Statement 4 (“Local governments should work together to plan, fund, and invest in bicycle infrastructure that improves safety, connectivity, and accessibility”) yielded widespread agreement (Figure 12). There were slight variations across groups: people earning less than \$75,000 annually and women and nonbinary respondents were slightly more likely to agree with the statement, while people of color were slightly less likely to agree.

Figure 12. Responses to Statement 4



Question 8 of the survey asked what connections should be prioritized when planning for future investments. Respondents had eight options to choose from; the top five options are displayed in Table 3 (see Appendix B for rankings of all route priorities). **Respondents indicated that routes to schools are their top priority.** People earning an income below \$75,000 annually, as well as women and nonbinary respondents, ranked routes to public transit as a higher priority than routes to recreational trails — diverging from the perspectives of people of color and the overall survey results.

Table 3. Top priorities for future routes, ranked

Routes to...	All respondents	Annual income <\$75k	People of Color	Women and non-binary
Schools	1	1	1	1
Employment centers	2	2	2	2
Groceries, childcare, healthcare	3	3	3	3
Recreational trails	4	5	4	5
Public transit	5	4	5	4

Comments

The final question on the Bicycle Connections Survey asked respondents for any additional comments or suggestions. TRPC received 401 comments from respondents. Full comments are included in Appendix C; below, find a summary of key themes.

Bicycle Infrastructure

- Many respondents indicated an interest in bike lanes and paths that are physically separated from cars — whether by barriers in the roadway or by creating trails that are not near roadways at all.
- Better bicycle parking was another often-mentioned interest. Some respondents suggested incentivizing businesses to construct secure bike parking facilities.
- Respondents also suggested other measures, such as additional lighting on trails, better wayfinding signage for cyclists, and signage or paint on the roadway that alerts drivers to cyclists' presence.
- Maintenance of existing bicycle infrastructure was another key interest. Respondents mentioned clearing debris from bike lanes and, more specifically, repairing the pavement on the Chehalis Western Trail.

Route Connections

- Respondents reported dozens of locations throughout Thurston County where there are gaps between bike routes.
- Respondents requested wide shoulders on roads that lacked them, painted bike lanes on roads that lacked them, and other infrastructure improvements.
- A notable number of respondents suggested looking to other cities or countries — such as Eugene, OR; Vancouver, British Columbia; Fort Collins, CO; Tallinn, Estonia; and the Netherlands — as examples for bicycle networks.

Safety

- Respondents' safety concerns were primarily focused on drivers' behavior. Speeding, distracted driving, and drivers not obeying bike laws were cited often.
- Some respondents suggested changes to road design, such as road diets and traffic calming measures like speed bumps, landscaped medians, and curved roadways.
- Respondents also suggested additional driver education about bike laws, as well as increased law enforcement response when drivers violate those laws.
- A notable number of respondents expressed interest in bike routes that are safe enough for children, especially routes to schools.

Appendix A: Survey Text



Thurston Regional Planning Council is working with local governments to develop a Bicycle Connectivity Strategy to improve safety, connectivity, and accessibility for bicyclists across Thurston County. We want to hear from you - whether you ride regularly, occasionally, or not at all. Your feedback will help shape future policies, and infrastructure improvements, and community priorities for cycling. All responses are confidential and will be used solely to guide the planning process.

1. Where do you live in Thurston County? (Select one)

- Bucoda
- Confederated Tribes of the Chehalis Reservation
- Lacey
- Olympia
- Nisqually Indian Reservation
- Rainier
- Rochester/Grand Mound area
- Tenino
- Tumwater
- Yelm
- Unincorporated Thurston County (outside city limits)
- I live outside Thurston County

2. Which statement most closely describes your level of confidence when riding a bicycle in different traffic conditions? (Select one)

- I do not currently ride a bicycle
- I feel comfortable riding only in areas with minimal traffic** - such as quiet neighborhood streets with low speeds or multi-use trails - with few intersections and limited interaction with motor vehicles.
- I am confident riding in moderate traffic** - on roads with speeds of 25-35 mph, with or without bike lanes or wide shoulders - where riding may involve crossing intersections, navigating driveways, and riding alongside moving vehicles and parked cars.
- I am confident riding in a variety of traffic conditions**, including those described above, as well as on higher-volume roads with speeds above 35 mph. These routes may require merging with traffic, navigating roundabouts, and using turn lanes at busy intersections.



3. Which statement best describes when you typically ride a bicycle? (Select one)

- I ride year-round, in a variety of weather conditions.
- I ride year-round, but only in fair or drier weather.
- I ride only during the drier and warmer months (spring, summer, and fall).
- I don't currently ride a bicycle.
- Other (please specify)

4. For the times of year that you indicated when you ride, how often do you make the following types of bicycle trips in Thurston County? (Select one response per row)

	Daily	A few times per week	A few times per month	A few times per year	Never
Commuting to work or school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Running errands, appointments, shopping, or dining out	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Connecting to public transit (bus/train)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreational riding on local roads, trails, or in parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fitness, training, or competitive cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



5. How strongly do you agree or disagree with the following statements about bicycling in Thurston County? (Select one response per row)

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Strongly Disagree
Bicycling should be a safe, convenient, and reliable way to travel for people of varying age and ability.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The existing bicycle network allows me to safely reach my destinations.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The current bicycle network provides well-connected, direct, and practical routes to key destinations (e.g. workplaces, schools, shopping areas, parks).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local governments should work together to plan, fund, and invest in bicycle infrastructure that improves safety, connectivity, and accessibility.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. What safety concerns most influence how and where you ride your bike? (Rank the options below from 1 = highest priority to 8 = lowest priority by clicking and dragging them into your preferred order)

- Missing or disconnected bike lanes**, trails, bike routes, or wide road shoulders
- Large or high-traffic intersections** that feel unsafe to cross
- Busy multi-lane roads** without bicycle infrastructure
- Poor road or trail conditions** (e.g. cracks, potholes, debris, or obstructions)
- Unsafe driver behavior** (e.g. speeding, close passing, distracted driving)
- Lack of traffic enforcement** (e.g., limited patrols or citations for violations)
- Not applicable** - I don't have any safety concerns

7. What factors influence how often and where you ride a bike? (Select all that apply)

- I don't own or have access to a bicycle or safe riding gear
- Personal health or mobility limitations
- I don't feel confident riding in traffic or lack bike handling skills
- It's hard to navigate - there aren't enough wayfinding signs
- My destinations are too far to bike
- There's no secure bike parking at my destinations
- There are no showers or gear storage at my work/school
- Poor weather conditions
- The terrain is too hilly or challenging
- Nothing limits my riding

Other (please describe)

8. When planning for future investments in bicycle routes, which connections should be prioritized? (Rank the options below from 1 = highest priority to 8 = lowest priority by clicking and dragging them into your preferred order)

- Routes to **schools**
- Routes to **major employment centers and downtown areas**
- Routes connecting to **public transit stops and stations**
- Routes to **shopping centers, restaurants, and cultural destinations**
- Routes to **grocery stores, childcare, healthcare, and other essential community resources** (such as libraries, food banks, or shelters)
- Routes to **paved trails, parks, and recreational areas**
- Routes **connecting rural areas to urban centers**
- Bicycle route and infrastructure improvements are not important.

9. Which bicycle safety measures should be prioritized? (Rank the options below from 1 = highest priority to 9 = lowest priority by clicking and dragging them into your preferred order)

- Safer intersections** with improved crossings, signals, and visibility for people biking
- Better crossings on major roads and railroads** to increase safety and access
- Filling gaps in the bicycle network** to create a more continuous system
- Physical barriers or separated/protected bike lanes** on high-traffic roads
- More frequent maintenance** to clear debris and fix hazards
- Better signage** and wayfinding to help cyclists navigate
- Expanding bicycle skills training and traffic education for cyclists**
- Increased traffic enforcement** to improve cyclists' safety
- Bicycle safety improvements are not a priority

10. Do you have any additional comments or suggestions about improving bicycling in Thurston County communities?

11. Optional - By providing my email address, I want to receive notifications about upcoming public participation opportunities on this project.

(Your information will only be used by TRPC for transportation planning notifications. TRPC will not share your contact information with others).

Email address



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 Chelsea Embree, Title VI Coordinator, at (360) 956-7575.

Please respond to the following questions:

1. What is your gender?

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

2. What is your age range? (Choose one)

- 14 or under
- 15 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 - 74
- 75 or greater
- Prefer not to answer

3. What is your race/ethnicity? (Select all that 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

4. What language(s) do you speak at home? (Select all that apply)

- English
- Spanish
- Vietnamese
- Korean
- Chinese
- Tagalog
- Prefer not to answer

5. What is your household's annual income (before taxes)? *(Choose one)*

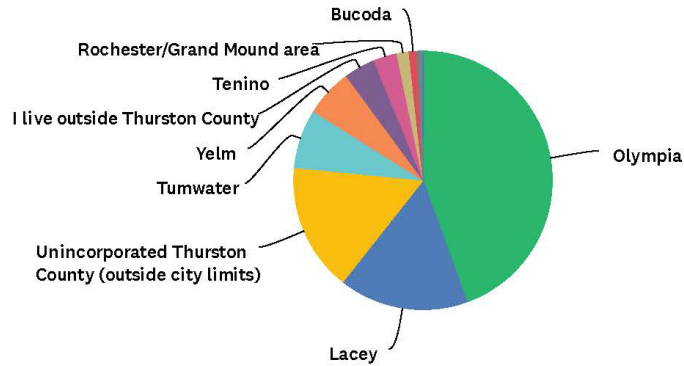
- | | |
|---|--|
| <input type="radio"/> \$14,999 or less | <input type="radio"/> \$75,000 - \$99,999 |
| <input type="radio"/> \$15,000 - \$24,999 | <input type="radio"/> \$100,000 or more |
| <input type="radio"/> \$25,000 - \$34,999 | <input type="radio"/> I don't know |
| <input type="radio"/> \$35,000 - \$49,999 | <input type="radio"/> Prefer not to answer |
| <input type="radio"/> \$50,000 - \$74,999 | |

Appendix B: Full Survey Results

Bicycle Connections Survey

Q1 1. Where do you live in Thurston County? (Select one)

Answered: 922 Skipped: 5

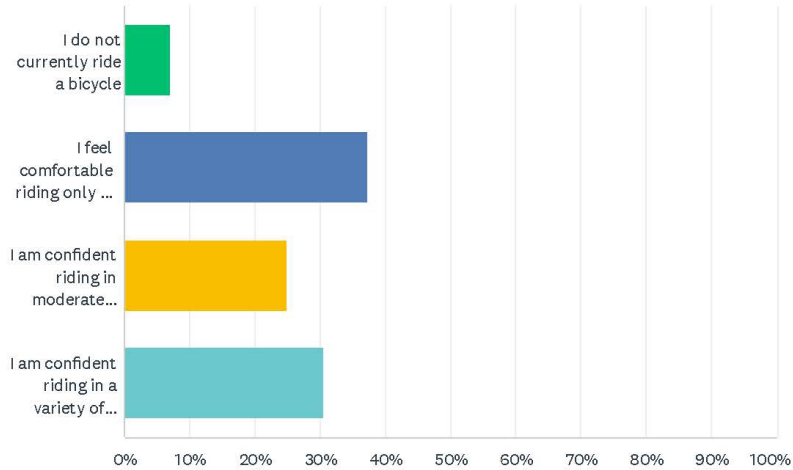


ANSWER CHOICES	RESPONSES	
Olympia	44.47%	410
Lacey	16.16%	149
Unincorporated Thurston County (outside city limits)	15.94%	147
Tumwater	7.38%	68
Yelm	5.97%	55
I live outside Thurston County	3.90%	36
Tenino	2.93%	27
Rochester/Grand Mound area	1.52%	14
Bucoda	0.98%	9
Rainier	0.65%	6
Nisqually Indian Reservation	0.11%	1
Confederated Tribes of the Chehalis Reservation	0.00%	0
TOTAL		922

Bicycle Connections Survey

Q2 2. Which statement most closely describes your level of confidence when riding a bicycle in different traffic conditions? (Select one)

Answered: 925 Skipped: 2

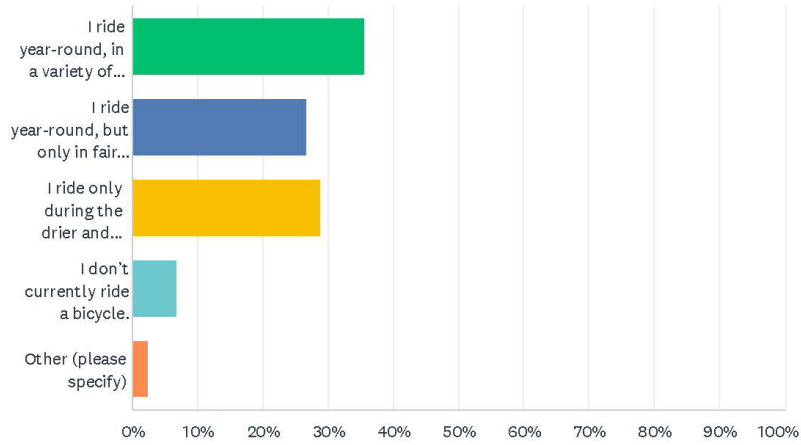


ANSWER CHOICES	RESPONSES	
I do not currently ride a bicycle	7.14%	66
I feel comfortable riding only in areas with minimal traffic – such as quiet neighborhood streets with low speeds or multi-use trails – with few intersections and limited interaction with motor vehicles.	37.30%	345
I am confident riding in moderate traffic – on roads with speeds of 25-35 mph, with or without bike lanes or wide shoulders – where riding may involve crossing intersections, navigating driveways, and riding alongside moving vehicles and parked cars.	24.97%	231
I am confident riding in a variety of traffic conditions, including those described above, as well as on higher-volume roads with speeds above 35 mph. These routes may require merging with traffic, navigating roundabouts, and using turn lanes at busy intersections.	30.59%	283
TOTAL		925

Bicycle Connections Survey

Q3 3. Which statement best describes when you typically ride a bicycle?
(Select one)

Answered: 891 Skipped: 36

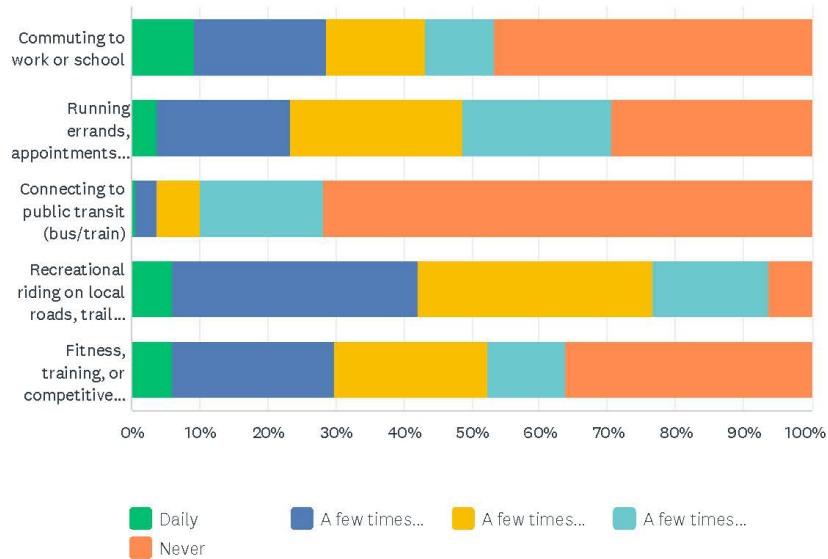


ANSWER CHOICES	RESPONSES	
I ride year-round, in a variety of weather conditions.	35.58%	317
I ride year-round, but only in fair or drier weather.	26.71%	238
I ride only during the drier and warmer months (spring, summer, and fall).	28.73%	256
I don't currently ride a bicycle.	6.73%	60
Other (please specify)	2.24%	20
TOTAL		891

Bicycle Connections Survey

Q4 4. For the times of year that you indicated when you ride, how often do you make the following types of bicycle trips in Thurston County? (Select one response per row)

Answered: 879 Skipped: 48

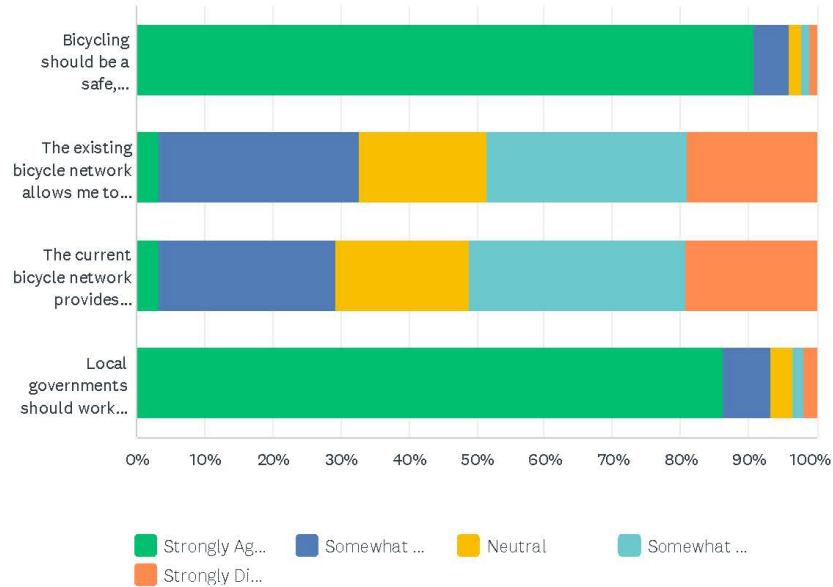


	DAILY	A FEW TIMES PER WEEK	A FEW TIMES PER MONTH	A FEW TIMES PER YEAR	NEVER	TOTAL
Commuting to work or school	9.23% 75	19.43% 158	14.39% 117	10.33% 84	46.62% 379	813
Running errands, appointments, shopping, or dining out	3.60% 30	19.69% 164	25.45% 212	21.85% 182	29.41% 245	833
Connecting to public transit (bus/train)	0.63% 5	3.15% 25	6.18% 49	18.16% 144	71.88% 570	793
Recreational riding on local roads, trails, or in parks	6.03% 52	36.15% 312	34.53% 298	17.03% 147	6.26% 54	863
Fitness, training, or competitive cycling	5.94% 49	23.88% 197	22.55% 186	11.39% 94	36.24% 299	825

Bicycle Connections Survey

Q5 5. How strongly do you agree or disagree with the following statements about bicycling in Thurston County? (Select one response per row)

Answered: 840 Skipped: 87

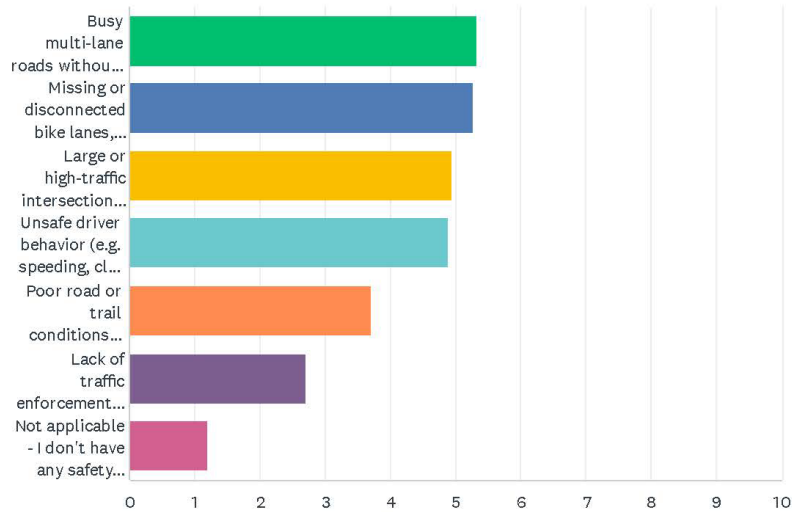


	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL
Bicycling should be a safe, convenient, and reliable way to travel for people of varying age and ability.	90.81% 761	5.13% 43	1.79% 15	1.31% 11	0.95% 8	838
The existing bicycle network allows me to safely reach my destinations.	3.24% 27	29.41% 245	18.85% 157	29.53% 246	18.97% 158	833
The current bicycle network provides well-connected, direct, and practical routes to key destinations (e.g. workplaces, schools, shopping areas, parks).	3.36% 28	25.90% 216	19.66% 164	31.89% 266	19.18% 160	834
Local governments should work together to plan, fund, and invest in bicycle infrastructure that improves safety, connectivity, and accessibility.	86.23% 720	7.07% 59	3.23% 27	1.56% 13	1.92% 16	835

Bicycle Connections Survey

Q6 6. What safety concerns most influence how and where you ride your bike? (Rank the options below from 1 = highest priority to 8 = lowest priority by clicking and dragging them into your preferred order)

Answered: 833 Skipped: 94

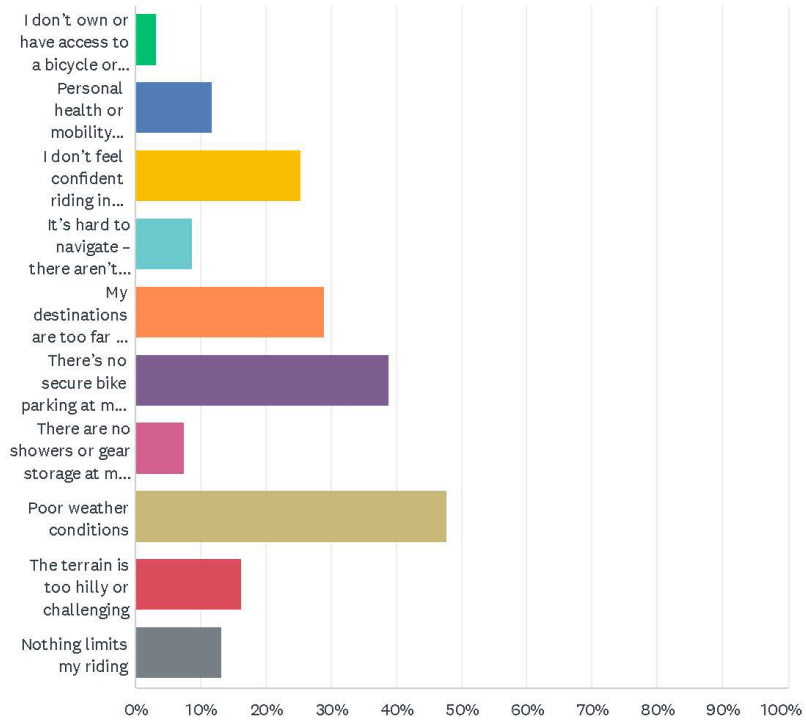


	1	2	3	4	5	6	7	TOTAL	SCORE
Busy multi-lane roads without bicycle infrastructure	22.69% 189	25.45% 212	25.33% 211	16.33% 136	7.68% 64	2.52% 21	0.00% 0	833	5.32
Missing or disconnected bike lanes, trails, bike routes, or wide road shoulders	28.57% 238	21.25% 177	18.73% 156	15.37% 128	12.00% 100	3.96% 33	0.12% 1	833	5.27
Large or high-traffic intersections that feel unsafe to cross	13.57% 113	25.09% 209	24.13% 201	21.25% 177	11.88% 99	3.84% 32	0.24% 2	833	4.95
Unsafe driver behavior (e.g. speeding, close passing, distracted driving)	26.53% 221	12.48% 104	16.33% 136	16.81% 140	23.29% 194	3.84% 32	0.72% 6	833	4.88
Poor road or trail conditions (e.g. cracks, potholes, debris, or obstructions)	5.28% 44	8.52% 71	10.80% 90	23.29% 194	32.05% 267	19.33% 161	0.72% 6	833	3.71
Lack of traffic enforcement (e.g., limited patrols or citations for violations)	1.44% 12	6.84% 57	4.32% 36	6.72% 56	12.24% 102	64.71% 539	3.72% 31	833	2.70
Not applicable - I don't have any safety concerns	1.92% 16	0.36% 3	0.36% 3	0.24% 2	0.84% 7	1.80% 15	94.48% 787	833	1.19

Bicycle Connections Survey

Q7 7. What factors influence how often and where you ride a bike? (Select all that apply)

Answered: 798 Skipped: 129



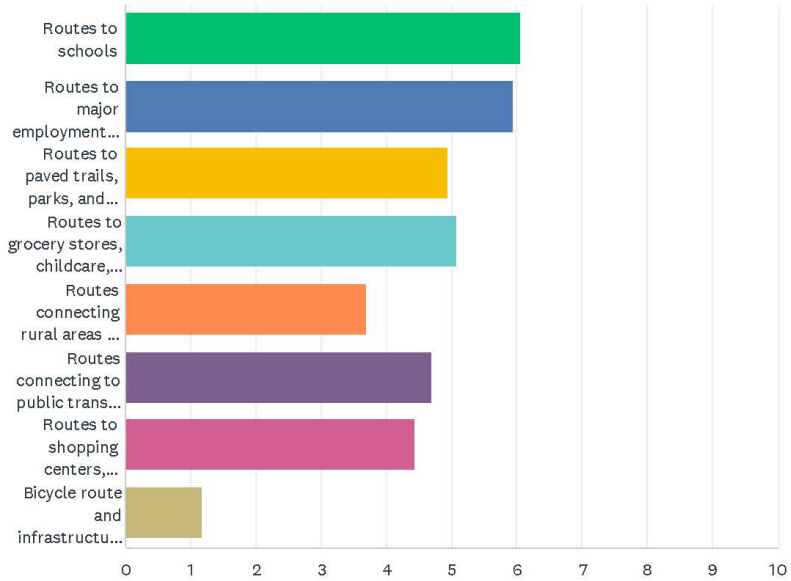
Bicycle Connections Survey

ANSWER CHOICES	RESPONSES	
I don't own or have access to a bicycle or safe riding gear	3.26%	26
Personal health or mobility limitations	11.65%	93
I don't feel confident riding in traffic or lack bike handling skills	25.44%	203
It's hard to navigate – there aren't enough wayfinding signs	8.77%	70
My destinations are too far to bike	28.95%	231
There's no secure bike parking at my destinations	38.72%	309
There are no showers or gear storage at my work/school	7.39%	59
Poor weather conditions	47.74%	381
The terrain is too hilly or challenging	16.17%	129
Nothing limits my riding	13.28%	106
Total Respondents: 798		

Bicycle Connections Survey

Q8 8. When planning for future investments in bicycle routes, which connections should be prioritized? (Rank the options below from 1 = highest priority to 8 = lowest priority by clicking and dragging them into your preferred order)

Answered: 779 Skipped: 148



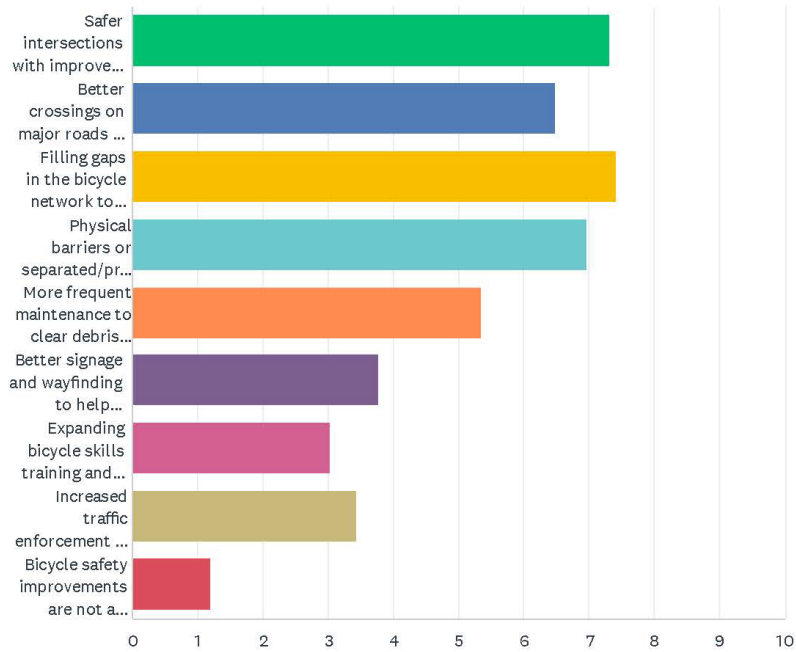
Bicycle Connections Survey

	1	2	3	4	5	6	7	8	TOTAL	SCORE
Routes to schools	33.50% 261	18.74% 146	12.97% 101	11.30% 88	9.24% 72	6.29% 49	7.32% 57	0.64% 5	779	6.05
Routes to major employment centers and downtown areas	20.03% 156	24.78% 193	19.13% 149	14.89% 116	11.94% 93	6.16% 48	2.82% 22	0.26% 2	779	5.95
Routes to paved trails, parks, and recreational areas	19.38% 151	9.63% 75	11.55% 90	11.81% 92	11.81% 92	24.26% 189	11.42% 89	0.13% 1	779	4.94
Routes to grocery stores, childcare, healthcare, and other essential community resources (such as libraries, food banks, or shelters)	9.50% 74	15.15% 118	17.33% 135	19.38% 151	16.82% 131	14.12% 110	7.45% 58	0.26% 2	779	5.08
Routes connecting rural areas to urban centers	8.86% 69	9.50% 74	5.78% 45	6.80% 53	7.19% 56	13.22% 103	45.83% 357	2.82% 22	779	3.69
Routes connecting to public transit stops and stations	3.98% 31	12.97% 101	19.51% 152	16.43% 128	18.49% 144	16.56% 129	11.94% 93	0.13% 1	779	4.69
Routes to shopping centers, restaurants, and cultural destinations	3.34% 26	8.86% 69	13.48% 105	19.13% 149	24.52% 191	18.87% 147	11.55% 90	0.26% 2	779	4.43
Bicycle route and infrastructure improvements are not important.	1.41% 11	0.39% 3	0.26% 2	0.26% 2	0.00% 0	0.51% 4	1.67% 13	95.51% 744	779	1.17

Bicycle Connections Survey

Q9 9. Which bicycle safety measures should be prioritized? (Rank the options below from 1 = highest priority to 9 = lowest priority by clicking and dragging them into your preferred order)

Answered: 776 Skipped: 151



Bicycle Connections Survey

	1	2	3	4	5	6	7	8	9	TOTAL	SCC
Safer intersections with improved crossings, signals, and visibility for people biking	20.49% 159	22.94% 178	33.25% 258	17.01% 132	4.38% 34	1.42% 11	0.39% 3	0.00% 0	0.13% 1	776	
Better crossings on major roads and railroads to increase safety and access	5.03% 39	18.43% 143	24.36% 189	31.31% 243	15.59% 121	3.99% 31	1.16% 9	0.13% 1	0.00% 0	776	
Filling gaps in the bicycle network to create a more continuous system	35.44% 275	20.10% 156	17.40% 135	14.05% 109	7.73% 60	3.22% 25	1.16% 9	0.77% 6	0.13% 1	776	
Physical barriers or separated/protected bike lanes on high-traffic roads	26.80% 208	23.84% 185	10.18% 79	17.40% 135	11.60% 90	5.15% 40	2.58% 20	1.93% 15	0.52% 4	776	
More frequent maintenance to clear debris and fix hazards	5.03% 39	8.25% 64	9.02% 70	9.41% 73	40.72% 316	20.75% 161	5.28% 41	1.55% 12	0.00% 0	776	
Better signage and wayfinding to help cyclists navigate	0.13% 1	0.77% 6	1.16% 9	3.99% 31	9.41% 73	47.68% 370	27.06% 210	9.28% 72	0.52% 4	776	
Expanding bicycle skills training and traffic education for cyclists	1.42% 11	1.03% 8	1.03% 8	1.68% 13	3.09% 24	8.89% 69	48.07% 373	33.89% 263	0.90% 7	776	
Increased traffic enforcement to improve cyclists' safety	3.87% 30	4.51% 35	3.61% 28	4.77% 37	7.35% 57	8.76% 68	14.05% 109	51.16% 397	1.93% 15	776	
Bicycle safety improvements are not a priority	1.80% 14	0.13% 1	0.00% 0	0.39% 3	0.13% 1	0.13% 1	0.26% 2	1.29% 10	95.88% 744	776	

Bicycle Connections Survey

Q10 10. Do you have any additional comments or suggestions about improving bicycling in Thurston County communities?

Answered: 401 Skipped: 526

Bicycle Connections Survey

Q11 11. Optional – By providing my email address, I want to receive notifications about upcoming public participation opportunities on this project.(Your information will only be used by TRPC for transportation planning notifications. TRPC will not share your contact information with others).

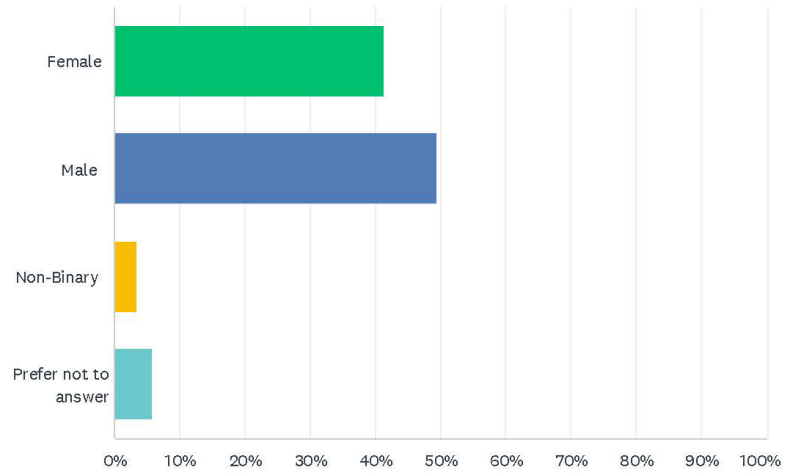
Answered: 402 Skipped: 525

ANSWER CHOICES	RESPONSES	
Email address	100.00%	402

Bicycle Connections Survey

Q12 1. What is your gender?

Answered: 778 Skipped: 149

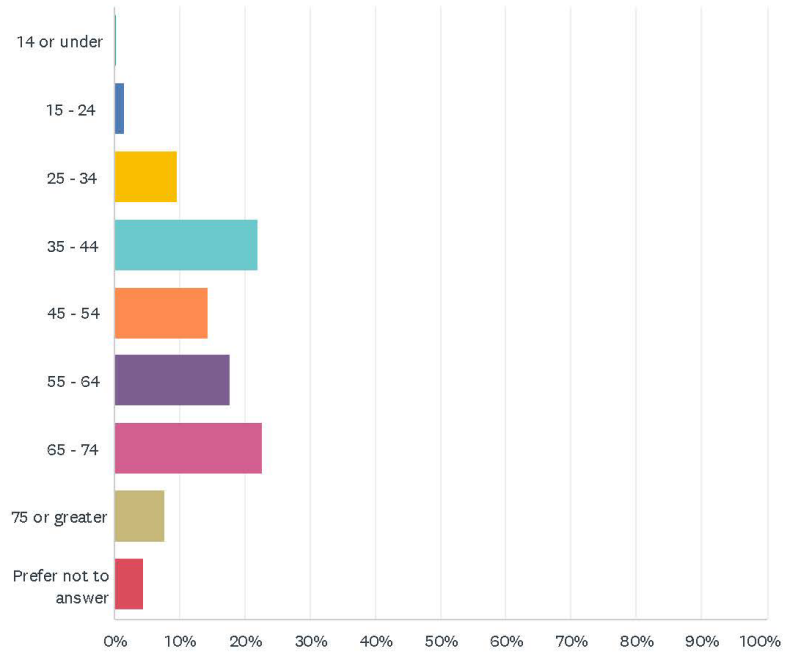


ANSWER CHOICES	RESPONSES	
Female	41.39%	322
Male	49.49%	385
Non-Binary	3.47%	27
Prefer not to answer	5.66%	44
TOTAL		778

Bicycle Connections Survey

Q13 2. What is your age range? (Choose one)

Answered: 781 Skipped: 146

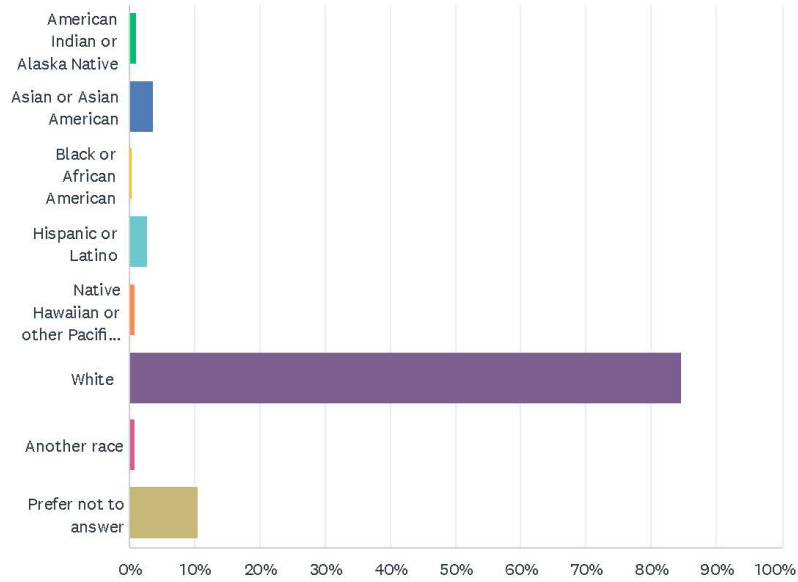


ANSWER CHOICES	RESPONSES	
14 or under	0.13%	1
15 - 24	1.54%	12
25 - 34	9.60%	75
35 - 44	21.90%	171
45 - 54	14.34%	112
55 - 64	17.67%	138
65 - 74	22.66%	177
75 or greater	7.68%	60
Prefer not to answer	4.48%	35
TOTAL		781

Bicycle Connections Survey

Q14 3. What is your race/ethnicity? (Select all that apply)

Answered: 779 Skipped: 148

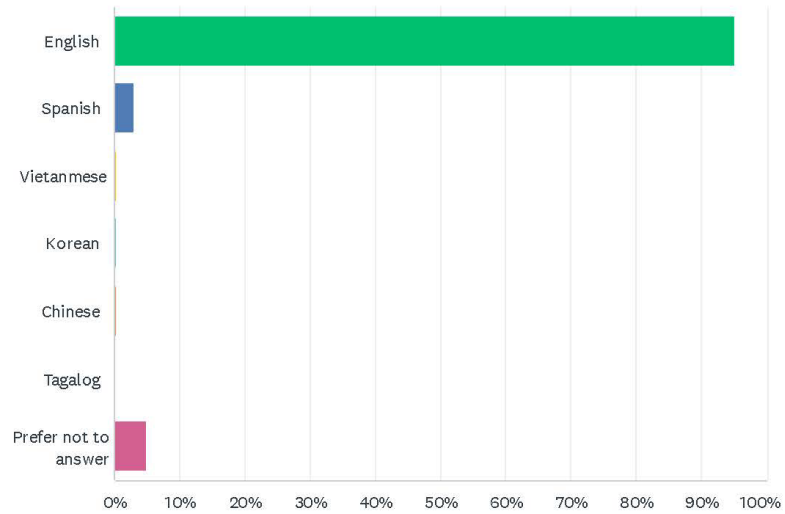


ANSWER CHOICES	RESPONSES
American Indian or Alaska Native	1.16% 9
Asian or Asian American	3.59% 28
Black or African American	0.39% 3
Hispanic or Latino	2.82% 22
Native Hawaiian or other Pacific Islander	0.77% 6
White	84.72% 660
Another race	0.90% 7
Prefer not to answer	10.40% 81
Total Respondents: 779	

Bicycle Connections Survey

Q15 4. What language(s) do you speak at home? (Select all that apply)

Answered: 780 Skipped: 147

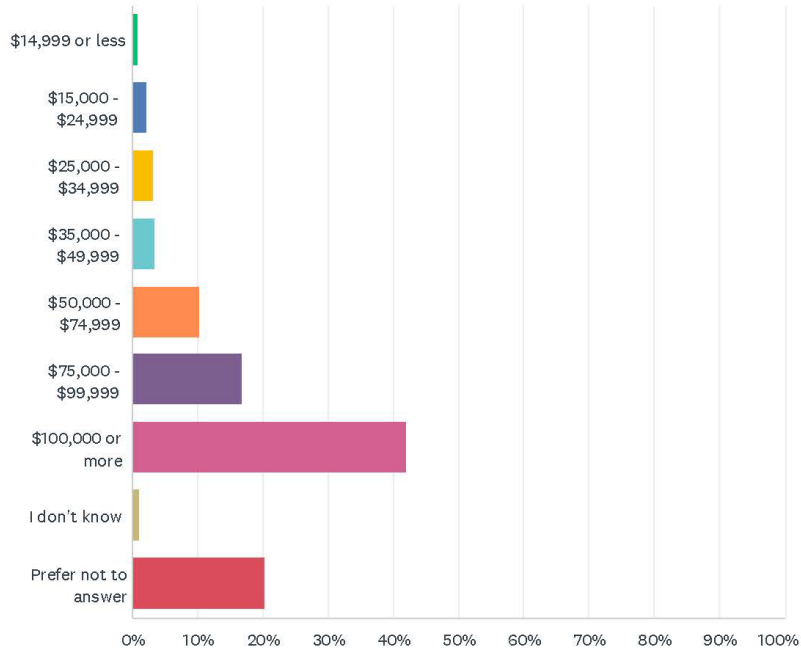


ANSWER CHOICES	RESPONSES	
English	95.00%	741
Spanish	2.95%	23
Vietnamese	0.26%	2
Korean	0.13%	1
Chinese	0.13%	1
Tagalog	0.00%	0
Prefer not to answer	4.87%	38
Total Respondents: 780		

Bicycle Connections Survey

Q16 5. What is your household's annual income (before taxes)? (Choose one)

Answered: 778 Skipped: 149



ANSWER CHOICES	RESPONSES
\$14,999 or less	0.90% 7
\$15,000 - \$24,999	2.06% 16
\$25,000 - \$34,999	3.21% 25
\$35,000 - \$49,999	3.47% 27
\$50,000 - \$74,999	10.15% 79
\$75,000 - \$99,999	16.84% 131
\$100,000 or more	42.03% 327
I don't know	1.03% 8
Prefer not to answer	20.31% 158
TOTAL	778

Appendix C: Survey Comments

TRPC received 401 comments on the Bicycle Connections Survey. All comments are included below and have not been edited or revised.

#	COMMENT
1.	Paving the abandoned railroad track that would connect Marvin Road to the existing bike trail west of Marvin would, I believe, allow many riders to reach the larger bike trail system on bike. Right now, we have to drive by car with our bikes on a rack to reach an access point, then park and then ride. Paving that connection would eliminate those car trips for many riders in the Ovation / Evergreen Heights / McAllister neighborhoods.
2.	The safer and more accessible roads and routes are, the more likely it will be that more people will find cycling a great way to get around our community.
3.	With the rising cost of gas and living, biking will soon be the choice of transportation for us to still enjoy the fun things in life. Making a safe space for biking should be factored in when updating areas/roadways.
4.	A targeted campaign in Tumwater educating drivers about sharing the road. These people act like they've never seen a cyclist. The over reactions make me less safe than cool and calculated response to my presence.
5.	I used to bike when I lived in Olympia, but now it's completely unrealistic with the lack of shoulders on Steamboat Island Road, how fast and unsafe people drive on that road, and the lack of connecting public transportation to Olympia.
6.	Please tell Olympia City Councilperson Robert Vanderpool that redditors make for poor urban planners. He's an absolute twat.
7.	Being in unincorporated Thurston, I'm worried the road safety measures around my home won't be considered. It's relatively safe and a lot of people do bike and walk here but it doesn't feel optimal
8.	Thank you for our trails!
9.	Speed bumps are helpful and enforce speed quite effectively. The biggest reason I don't bike somewhere is if I can't avoid a high speed road, especially if there are no bike lanes. The chances of being hit by a distracted driver are very scary but unfortunately more common today. I appreciate the designated bike routes that avoid the arterials.
10.	There are a lot of connectivity gaps with all the cities within the county. I have ridden a bike all my life and have a mild comfort level navigating the gaps between the designated bike paths. Until we make these improvements, we will never see participation from the masses, which is unfortunate because e-bikes and e scooters are making it easier for the average person to use micro mobility to get around
11.	37th Ave near the intersection with chehalis western trail has poor walking and bike accessibility. There isn't a great bike path between Tumwater and either Lacey or Olympia. The route by bike to yelm from Lacey/Olympia adds 4 miles so safe bike route along yelm highland 510 would be good. Bike path between Rainer and Tenino seems like a logical extension to the bike paths, which would make for an eventual extension to grand mound and Rochester. If then adding a grand mound to Tumwater bike trail would complete a grand Thurston trail loop with extension to every city and census designated place, plus several incorporated communities along the trails. This would just leave a spur trail down to Bucoda from Tenino to add in the town to the network. With Roy being the bike trail connection up to Peirce county (or the 620 bus) Grand Mound or Bucoda could serve as the stopover point to Centralia. This would leave flushing out the network in the Lacey Tumwater Olympia area to cover most all the population of Thurston county.
12.	Thanks for doing this!
13.	This survey seemed to neglect the issue of DRIVER education. Ensuring drivers know how to behave around cyclists benefits everyone.

#	COMMENT
14.	For me, easily the number one improvement would be adding shoulders (2-feet please) to relatively busy urban streets like Wiggins Road. I think that using roads like Wiggins and Herman (in Olympia) feels hazardous to most cyclists.
15.	I live in SW Thurston County. While I bicycle commuted to downtown Olympia for several months, I do not feel safe on my neighborhood roads. Mima Rd is in particularly hazardous - no shoulders, blind curves, and a disproportionate number of hostile drivers. Yet recreational cyclists depend on it as a connector for this part of rural Thurston County. Following through on the Gates-Belmore Trail south of Littlerock would help immensely with cyclist access and safety. Gaining direct access from the developed trail to the Capitol Forest Mima Falls trailhead via Bordeaux Road would immensely improve the usefulness of the GBT and enhance safety.
16.	Two things are critical <ul style="list-style-type: none"> 1. Safe, protected bike routes through downtown 2 . A protected bike lane up and down the hill from downtown to the west side.
17.	Part of my hesitance to ride is related to feeling physically unsafe on the streets and bike paths of Olympia. Without addressing the problem of homelessness in our community, I am unconvinced that our public paths and sidewalks will feel truly safe.
18.	I would bike much more frequently if it was safer. I wish we had a real network of separated bike lanes. Ebikes make cycling so easy for so many people but it's still so so dangerous.
19.	Yes system works good around downtown core area. Notice debris (sticks, rocks, garbage) in bike lanes: such as around Port of Olympia roads. Bike lanes around Westside Olympia not utilized as traffic can be precarious. Lacey seems better with bike lanes and chehalis western trails excellent when I utilized in the past.
20.	Clean up trails by removing homeless camps from trails
21.	More bike trails throughout oly, tumwater and lacey.
22.	Increasing bus routes to safely connect cyclists with parks like Pioneer Park and get cyclists closer to the multiple Chehalis Western Trailheads.
23.	I am an all-weather dedicated bike rider. My general philosophy is to bolster the bike trail system that goes unseen by people in cars (the rails to trails program is an excellent example). These bike corridors are the most vital because there are usually less road crossings and the space is not shared with motor vehicles. <p>When bikes share space on busy roads filled with cars it simply enrages drivers and fuels the animosity between cars and bikes.</p> <p>I would love to ride everywhere on my bike, but I acknowledge that my place is not on busy roads. Bike lanes should go through more quiet neighborhoods, not thoroughfares.</p> <p>I would love if we could all share the road, but in modern America it's not feasible. We need to find good bike routes where bike can be physically distant from cars.</p>
24.	-Help advertise available free classes offered (like WalkNRollIt) to give people options other than paid services <p>-Connect bike trails on Google Maps to easily show bike path to destination (similar to transit maps)</p>
25.	The northbound bicycle routes from downtown Olympia should run on Columbia or Capitol, which are paced to more quickly move traffic north, as opposed to Washington, which treats traffic as more slow-moving and which requires some eastward or westward transition to continue northward past the Capitol Campus. The bicycle routes should be platted over the most efficient routes, to achieve equity with the vehicle routes, given that vehicles pollute and pose collision risks to pedestrians and other motorists. In the case of Capitol and Columbia, which are prime northward veins from downtown, vehicles are currently heavily prioritized over bicycles.

#	COMMENT
26.	Unprotected bike lanes on very busy roads are scary. My middle schooler rides his bike to school. For about 1/4 mile he rides on a stretch of Yelm Hwy before turning on Boulevard where the speed limit is 35mph but most people drive 50mph. The small bike line feels almost like a death trap there! For that stretch he actually just rides on the sidewalk because the bike lane seems so unsafe. There are several areas like that around the city.
27.	Safety in trail areas
28.	Connect transit to trails and recreation! Build dense housing near transit hubs!! Reduce dependency on cars!!
29.	There is a tension between investing where the population is versus more rural areas. When I have free time, I'd rather bike in rural areas than urban ones for recreation. The economic development power of Trails for rural areas should not be underestimated.
30.	We can't bike anywhere if there is no safe place to secure our bike. Fix the bumps on the trails. They are so bad they are dangerous
31.	Encourage commercial and institutional buildings to consider adding bike racks that are in visible locations so riders can keep an eye on them from inside the building. Too often they're tucked away in remote locations, which invites theft of valuable bike accessories if not the bike itself. Have the little gatherings around town on Bike To Work Day more often, building inspirational bike commuting community.
32.	Far more people commute in vehicles. more bicycle lanes are fine but not at the expense of restricting vehicle traffic. think of the masses, not of the few
33.	I love the separate rails to trails and similar trails. Those make me feel safe from bad drivers. I don't feel confident to leave my bike at most restaurants and grocery stores, even with heavy locks, because bike parking is unmonitored by cameras. I wish that wasn't true
34.	None
35.	More signage for bike lanes. Convert more wide shoulder roads to bike lanes. Better trail maintenance (bumps are BRUTAL on my Dutch Bros/Netherlands).
36.	Repave and maintain the Chehalis Western trail, it's awful and dangerous with tree roots coming up through it. Make bike lane infrastructure everywhere behind pole barriers for safety as drivers are awful.
37.	There are major arterials that are terrible for bike safety yet have a lot of bike traffic, west bay drive and division south of 4th for instance. I think a priority would be to focus on these highly biked roads that are the most dangerous and find solutions
38.	When are bicyclists going to pay a fee to help pay for all of the expense and impact that their hobby causes out community? Riding a machine made out of highly processed metals and plastics, on pavement is not environmentally friendly. What impact are these bike concessions having on crime? How much more access do meth heads have to our community while riding stolen bikes?
39.	In Olympia establish safer east west Martin to Harrison with better intersections and separations and a way through the Harrison roundabout s for bike traffic not as pedestrian. Make right turns safer.
40.	Thurston county seems to have put bicycles on the "nice to have" list and encourages bicycle use, but you really do it at your own risk. And the bicycle routes clearly are not thoughtful for all cyclists. The route from downtown Olympia to the Eastside is absolutely not for everyone. Many people refuse to go downtown because they won't be able to get back up the hill.

#	COMMENT
41.	I don't know what you mean by "bicycle network". Are you talking about bike trails and bike lanes? Because I ride on all kinds of paths including roads without bike lanes. All paved routes are part of my urban "bicycle network". When planning and designing bike routes, I want to encourage of how all paved paths fit together. For example, when I'm using a bike trail, it's often to get between one part of town and another, where I will get off the bike trail for my commute or to run errands etc. So what matters to me is that all of it supports bicycle access, as an integrated whole. I would encourage the planners and designers to go out on a bike with people who regularly ride in the city and experience bike riding in Olympia firsthand
42.	More protected bicycle lanes please. Making bicyclists make detours on less busy roads can add to travel time and main roads should prioritize bus, bike, and pedestrian infrastructure.
43.	Bicycles should not travel on roads without shoulders. I live off of Gravelly Beach Loop in Thurston County off of Steamboat Island Road. Steamboat island road has shoulders & bike lanes to access Frye Cove park but Bicycles use Gravelly Beach Loop with NO shoulders, blind hills & cars that can't see over those hills. I came up on 2 Bicycles going up a blind hill going slowly as it was very hard I'm sure. I had to stop behind the Bicycles because I couldn't see over the hill. Good thing I did because 2 cars came up over the hill. We would all have been killed or severely injured. Bikes should NEVER ride on roads with NO shoulders & blind hills. Gravelly Beach Loop should never be allowed as a bike route or destination. Way too dangerous!
44.	I bike much less now in Tumwater than when I've lived in other locations with well-developed bike infrastructure (Eugene, Seattle). Thurston county has some nice biking options, but they are disconnected. For example, there are few bike-safe routes off Tumwater Hill to connect to routes in Tumwater and Olympia. In Eugene, I really liked the establishment of "bike arterials", streets that were prioritized for bike travel with signage, traffic calming, and connection to other bike routes.
45.	I'm seeing more and more cyclists riding in bike lanes on the wrong side of the road. I'm also seeing riders using the bike lanes for two abreast riding. This puts the outer rider in such a position that approaching cars must swing out into oncoming traffic to avoid them. I'm not a "cyclist". I'm just an old guy who likes to ride bicycles.
46.	Olympia and Thurston County are failing to provide sidewalks or bike paths to so many schools. We need to give middle and high school kids safe routes or paths to schools. Biking from West Olympia to downtown feels soooo risky through roundabouts. Biking up to West Olympia - on the sidewalk on 4th Ave Ave feels reasonably safe...but you can't bike down into town on that same side.
47.	Improved signage of how to get to the paved bike trails, keep the transients from congregating on and alongside the bike trails, provide more bike lanes
48.	Root heaves on the trails are tough. Have you ridden across those at 10 mph. Once built, infrastructure needs to be maintained.
49.	Some of the road infrastructure around Truck terminals makes it difficult to navigate safely around this centers, even when in a bike lane (e.g. Orion and Hogum Bay Road). Road lanes are too narrow for tractor trailers & bikes to coexist safely. Short term, decrease the size of the center aisles to allow for wider lanes for trucks. Long term, move bike lanes next to sidewalks. This would approach would provide a protected bike lane. Surprisingly, seen this approach used aikido1226@in cities like Tallinn, Estonia.
50.	The BCC is amazing and should be continued and supported. It really gets me out biking just as the weather is getting better.
51.	Such a good start with so many missing pieces east to west. Pacific Ave SE is horrible through Olympia and Lacy until the trail comes in at Golf Club Road.
52.	Bike trails going connecting all of thurston county would be great. Separate from bike lanes on roads. Children and families would be able to ride much more safely.
53.	Retired so can ride during non rush hour times.

#	COMMENT
54.	I use the bike racks on the buses (since I don't have an E-bike) to get me up the hills from Downtown Olympia. Once, the rack was full and the driver allowed one bike aboard the bus--but only one. At the next stop, another bicycle wanted on, but was denied..
55.	A sign that says "bike make take full lane" at the Yelm Hwy bridge over the train tracks near the Amtrak station would be fantastic. That is my #1 spot for bad interactions with motorists.
56.	Martin Way is a major bicycle commuter road. While there are bike lanes, a physical barrier and green lane from downtown to Lacey would help cyclists feel safer and seen while also minimizing debris in bike lanes. Most drivers do not care about bicycles on Martin Way.
57.	Focus on roads in high traffic areas that have zero shoulder and a ditch like Wiggins. I will not ride on it and it scares me as a driver to see the way some cars pass riders.
58.	Publicize the 3 foot rule for cars passing bicyclists.
59.	Post and enforce bicycle speed limits on trails Class 3 e-bikes should not be allowed on trails
60.	We need bike boulevards separated from traffic. Biking in Olympia is terrible because so many of the bike lanes are on the busiest streets- this is backwards. Look at Portland, Tucson and Sacramento. They are all great places to ride as a commute and for fun! I would be happy to get involved in improving biking!
61.	I know that improvement like these takes time, but w really feel that the sooner the better for some of these improvements is very important for the safety of all the cyclists in this county.
62.	I went on a bike trip to Holland and Belgium, and the thing that struck me most was not just the infrastructure, but the attitude of the drivers to bicycles, which is something that we need to improve here - The idea that bicycles are on the road and motorist need to interact with them safely and expect to see them and treat them consistently. I sort of feel like I take my life in my hands when I do some of my rides because the motorist are so unpredictable
63.	Family friendly bike considerations. I have a 6 and 8 year old and as a family we don't feel comfortable riding anywhere outside of quite neighborhood streets. (But even biking to school we have to navigate high traffic- I'd be great to have safer bike entry points at schools).
64.	It's very important in the urban planning section to think in bicycles not like being electric or electric powered vehicles, in that way, when you plan a bike route or bike lane, you do in the best possible degree of inclination-(not too steep)-, this would also help a bigger demography among the bicycle riders. This is also convenient in terms of controlling speeds and safety when you have to go downhill.
65.	The ruts on the trails are getting worse. A line in the trails with directional signs for those using it. Signs about trail safety, I.e., headphones, dog leash management
66.	Working on developing the acceptance of cyclists on the road. The aggressive behavior by drivers towards cyclists is only getting worse
67.	I live in unincorporated Thurston County, just outside the city limits of Olympia. The roads have no shoulders, and though the post speed limit is usually 35 or 40, it is not uncommon to be passed by automobiles doing 50 or more. I understand the sheriff's office does not have the resources to patrol all the unincorporated areas of Thurston County, so developing shoulders or bike paths would be the next best alternative For bicyclists.
68.	Yelm should do better. Especially with STP.
69.	I think people should consume less gas
70.	People on bicycles riding in opposite directions or not abiding to the rules of the road should also receive citations. Heavy law enforcement around stolen bicycles needs to take place as well.
71.	Keeping legitimate biking and cyclists safe should be a priority. Criminals riding stolen bikes and using the pathways to traffic drugs and assault others is a threat to public safety.
72.	Lots of rooted sections need to be maintained under paved areas. Example - the fir tree trailhead area going south.

#	COMMENT
73.	Both drivers and cyclists need more education.
74.	The hazards of E-bikes and E-scooters traveling on sidewalks are an issue. There have been instances where I've seen E-bikes/E-scooters riding in wrong bike lane, i.e. as if they are in England. Of course, this is a potential problem for someone traveling in the correct lane or pedestrians on the sidewalk.
75.	It would be nice to have safer roads to cycle on, however I have little to no hope that improvements will be made across Thurston County - including Tumwater, Olympia, Lacey, Hawks Prairie. It's even unsafe to cross major thoroughfare via walking which I could do. After almost being hit by a person running a red light at Black Lake and Cooper point, I no longer walk to Hagens or Trader Joes.
76.	Stop thinking about bike routes as linear parks, and instead think of them as a connection between city streets, neighborhoods etc.
77.	I really want more shoulders on rural roads. Riding on 93rd is rather nerve wracking, for example. Going to Millersylvania also has no shoulder in a two-lane, 50 mph highway.
78.	Signage isn't that important to me, since I know the areas pretty well. I also don't use the transit system with my bike so that isn't very important to me.
	I would definitely like to see some of the areas where bike lanes just end and are large hubs of business and stores be better suited for biking. And maybe a little better bike parking facilities.
79.	We need more bike lanes and/or wider shoulders. And with that making sure they're clear debris to avoid punctures and wrecks.
80.	I just want it to feel safer. Making biking safer isn't a mystery, we just need to deprioritize cars and put some money into improving our bike infrastructure.
81.	Some of the language in question 9 suggests to me that the creators of this survey are living in a completely alternative reality to the one that this daily bike commuter lives in.
	What does "Filling gaps in the bicycle network" mean? There is no bicycle network. It's only gap.
	There are some tiny "bike lanes" that put cyclists within inches of cars and trucks going at life threatening speeds. These "bike lanes" double as car parking and recycling bin storage (among other mixed uses), and feature near-constant potholes and other obstacles that require moving into the car traffic lane.
	In locations that are serious about making cycling a significant and safe part of mainstream transportation (e.g. the Netherlands or even much of Portland), a bike lane is physically separated from the car traffic. It is maintained like the parts of the road the cars use. It is treated not as an afterthought but as an essential part of the road that requires the same level of thought and care as the other types of transportation being supported.
	I appreciate that this survey is coming from folks who presumably are doing their best to support cycling and I don't mean to be a total downer, but... like... there's a question about expanding bicycle skills training and traffic education for cyclists but not for drivers? It's hard not to infer that this is coming from an unserious place.
	The situation is not that there is some infrastructure that's working okay and needs some incremental improvement. The situation is that there is no serious bike infrastructure at all and there will not be mainstream adoption of cycling by normal people until there is.
82.	What if your bike breaks down? Help boxes... drinking fountains/water refill...shade spots...
83.	Change limit on ebike power to unlimited and place limits on speed.
	We don't limit car hp. We limit speed. Crash data correlates to speed and inattention and drugs. Not watts or hp.
	Speed enforcement is possible, power enforcement is much more difficult.

#	COMMENT
84.	I feel this survey covers the issues well. If many of the inferred goals can be achieved I would ride my bike more often. I think more emphasis should be placed on helping cyclists understand that they should always ride defensively. I often see cyclists using busy automobile routes when safer, less busy routes are available. I assume the "I have a right to ride here" card is played in these cases, but drivers are looking for cars not bikes. Colorful outfits should also be used.
85.	I appreciate the effort to make bicycling safer in Thurston County. My concern is the practicality of some of the intended improvements - for example, the very abrupt turn in the protected bike lane on State St. just west of Plum in Olympia and the awkwardness of actually crossing Boulevard road to access the Woodland Trail (heading south on Boulevard). Both improvements were well-meant, but neither actually feels safe.
86.	Woodland trail where pacific and Lacey meet could be improved but not sure how and extend woodland trail west. But that's personal perspective. Probably not most important
87.	I would ride more places but worry my bike will be stolen despite three locks on it
88.	I would enjoy more bike trails such as converting train tracks that are no longer active/away from traffic
89.	Don't use new taxes to pay for bike lanes. Cut other non essential services first
90.	While I only ride my bike in fair weather and on designated bike trails today, that's purely a safety decision. We absolutely love the Chehalis Western Trail, but it's a drive to get there from where we live on Olympia's West Side, so it's a significant weekend outing, not an option for a casual weekday evening. We're also big fans of biking for daily errands and commutes, but the roads aren't safe enough for that. Olympia does not have sufficient road shoulder or sidewalk continuity. I want my kids to be able to ride their bikes to/from school, but the roads have almost no shoulder or bike lane, nor a sidewalk they could safely ride on. The same holds true for routes to grocery stores and other errands, and safety is paramount if I'm going to bring my children along. We need to have more separation and more protection from traffic. A comprehensive, safe, and efficient bike network would encourage more biking and make Olympia a world-class city!
91.	I drive Cain road almost daily. It is almost entirely residential, a school zone, has bike lanes in both directions, and is possibly narrower than similar roads, but by no means an outlier. It's astonishing how many vehicles drive with one wheel in the bike lane as a default. It's clear the primary or possibly only concern is oncoming traffic. I thought there may have been a time when some local bike lanes had small speed bumps to signal to drivers that they had crossed into a protected lane. Even just an occasional bump might help give drivers important feedback about encroachment.
92.	I would like to see better East/West & North/South bike lanes that are clearly marked with wide lane lanes and painted green to facilitate broader travel around the community. I also want to stress the importance of having safe bike locking stations at more businesses / work / schools etc.
93.	No, thank you!
94.	I am sorry I missed recent planning meeting and appreciate this survey. Olympia is already bike friendly thank you for all you have done. Just biked the new roundabout at junction Hawks Prairie and South Bay/Johnson Point Roads this morning. Fantastic! Roundabouts are life savers.
95.	I just don't what to be killed just because I'm a cyclist or pedestrian.
96.	Please add a bike lane to the southern portion of Case Rd. It's marked on the Thurston County cycling map as a route, but there is no bike lane and the posted speed limit is 50mph (traffic goes about 60mph). I live in that area and bike commute to Olympia but for the past year now my wife drives me to Tenino to the bike trail which adds time and distance to the commute (and car dependency). Unfortunately I had too many close calls with traffic to feel safe on that road. For

#	COMMENT
	context, I've been cycling in all disciplines for over 20 years. I feel safer racing mountain bikes than I do riding to work on Case Rd
97.	The bicycling population should be paying for the education, Trails and lanes!
98.	I am retired, so I am answering these questions in regard to my needs. If I were I still working or going to school, I would answer differently. Most important, bike lanes and decent road shoulders. Drivers are really distracted now-- also, there are so many more people on the roads, cyclists need a means of escape on two lane shoulderless roads. I often go out of my way to cycle on shouldered roads to avoid shoulderless roads.
99.	We would love for our middle schooler and high schooler to be able to ride to school, however the main roads that lead there lack a safe shoulder or bike lane to ride in. Please do prioritize bikeways to schools! Specifically, we would love to see improvements to Kaiser road which connects to Thurgood Marshall Middle School and Hansen Elementary in Westside Olympia. THANK YOU!
100.	Olympia desperately needs to prioritize biking as a daily means of transportation for kids and adults, even if its only used in the warmer and drier months. I really want my kids to be able to ride their bikes to/from school (Hansen Elementary, et al.) but the roads around there are two-lane roads where cars drive fast. And there are no shoulders or bike lanes. It's very dangerous. Bicycles needs to have more routes, more separation, and more protection from traffic throughout the region. Olympia is already an amazing place to live. A comprehensive, safe, and efficient bike network would make it a world-class city!
101.	I wish there were more safe routes and bicycling infrastructure in Tumwater so I could bike to work more often. (Eastside Olympia to Tumwater Isreal Rd commute) The route I can take is not very direct and requires biking on fairly busy roads and crossing several intersections. Cars turning and not seeing bikes seem to be when most accidents happen in my personal life experience.
102.	It would be great to see volunteer groups patrolling the commuter trails that are under used and feel isolated. The I-5 trail, the trail from Eastside to Jefferson, the trails between Lacey and Eastside. I didn't always feel safe using these trails as a single woman cyclist.
103.	The biggest reason I might avoid riding my bike to a destination is not knowing if my bike will be secure (preferably inside a building). I would love to get an ebike so I can ride further and rely on driving less, but I currently live on the second floor with no elevator and wouldn't feel comfortable locking my bike up outside. Maybe one solution could be to convert street parking spaces into bike lockers that are available 24 hours??
104.	Working with businesses to offer secure bike racks. Theft has been an ongoing issue for decades. Locking bikes to sign posts or trees is not a good public image. Unfortunately, that may be all that is offered in some areas. Bike theft has always been a low priority for law enforcement. Just having it on their RADAR would be an improvement. My bike is worth more than my commuter car.
105.	Our bike infrastructure will never improve if we keep cars at the center of our design. The whole paradigm has to shift to make peds and bikes considered first, which means separated bike paths in all high traffic areas. Bike lanes do not cut it! Please see what Seattle and Victoria are doing. Or Boulder/Davis. The region can do this but it has to stop prioritizing cars.
106.	It is hard to prioritize the concerns in question 9, as they are all very important.
107.	Work with businesses to have properly installed bike racks. Too often the racks are too close to a wall. Should be at least one meter from a wall.

#	COMMENT
108.	Existing system seems sufficient, even though my personal use has diminished over the years. I'm of the mindset that the world doesn't owe me anything and where there's will, there's always a way
109.	We badly need more dedicated bike trails and lanes. And maintenance of the ones we do have. CW trail needs safer road crossings at South Bay road and 37th Ave as well as repair of tree root damage.
110.	The more people bike places, the more connected they feel to their community. The more they invest/spend in their community. Plus money spent investing in bike paths/lane will come back into the community.
111.	Painting a bike lane on a road is not adequate bicycle infrastructure.
112.	none
113.	I love living in West Olympia, but cannot bike safely on major roads for shopping or recreation (Black Lake Blvd, Black Lake/Cooper Point area, Black Lake to Mottman Road or SPSCC super dangerous on bike). Kids biking to Conger for school is dangerous. Bike lanes and cross walks need to be re-painted. Cars are not looking for bikes to cross over to Conger from Division. neighborhood streets area also hard to navigate for kids on bikes in NW neighborhood.
114.	The hill from west Oly to downtown is too steep to ride in most conditions. Turnoffs or easy alternate routes with switchbacks would be a lifesaver
115.	I love the Tenino-rainier-yelm trail! We live in Tenino on Reynolds street and have perfect access to the trail. I don't always bike, but I use the trail multiple times a week to go to the park so my son can play. My husband is mostly concerned with me taking my son biking towards Rainier because of safety. There has been some homicides and assaults that over the years that have happened near/on the trail. I don't know the solution to the issue of personal safety on the trail.
116.	15th Ave and Graham St is the worst suburban bicycle route in the county and yet the most direct way to get from Hawks Prairie to Olympia north of I-5. It is narrow and dangerous due to high traffic volume and speed with no bike lanes. A survey isn't needed to see how dangerous it is to bicyclists.
117.	I ride quite often, but mostly on the Chehalis Western Trail. I hate to see people biking on the sidewalks. Sidewalks are meant for walkers, joggers and wheelchair access. There are bike lanes on a lot of roads, but obviously bikers to not feel safe or protected, thus they ride on the sidewalk. They also ride the wrong direction on the sidewalk. I think more biking awareness would help.
118.	Safer/ protected routes to parks like Burfoot, Squaxin, McClain Creek, and easier connection from parks to major biking trails More frequent cleaning of bike lanes! They end up with so much debris!
119.	Bike lanes in/out of Yelm connecting Nisqually Indian Community would be great- Yelm highway/ 510 round a bout
120.	Ive been hit and hospitalized by negligent drivers twice in Oly now, and both times the drivers walked away without punishment. All the infrastructure for bikes in the world can't solve the issue of distracted, impaired, or reckless driving. Oly is a very bike accessible town, and while improvements to the network can be made, I'd first like to see more focus on specifically traffic and distracted driving enforcement. Thank you!
121.	Better options for safely parking your bike without fear of theft downtown and more pedestrian/bicycle-only crossing bridges into downtown.
122.	mullen rd. and carpenter rd. are a death trap for bicycles.
123.	Thank you for the trails we have. It is of course greatly improved from when I rode my bicycle in the 1970's around the county and only had roads to use. More routes with good connectivity with

#	COMMENT
	current routes are my highest priority. Also some spots need better signage. Some of the Mileage signs are inaccurate.
124.	safer cycling will mean more cycling, less crowded roads, cleaner air, and healthier residents
125.	We ride a few thousand miles a year here. Clearly the people creating this survey do not. The separated bike lanes (where you are hidden by parked cars until you crash at 25 mph into someone turning) is a ridiculously dangerous system. Potholes, vehicles kicking up rocks and mud, broken glass, wet leaves, downed branches, water on the road, pedestrians behaving erratically, dogs, having to drive off the side of the road to avoid being hit, being stuck at a light that does not get triggered by bikes. Will there be a service that rapidly sends out assistants to pick people up and repair bikes or drive them home if the wheel is not repairable? Cycling here is largely seasonal. Joy Ride Bikes would have transferred owners, not closed, if this were a winning topic.
126.	I wish there was transit down Black Lake boulevard or Delphi!! I would put my bike on the bus and use my bike a lot more often!
127.	I am regularly assessing the infrastructure for getting to and from my home to my daughter's friends house, schools, parks and other locations. I routinely stop her from riding places because she must cross a major intersections (yelm Hwy near boulevard) or worry about traffic vs cyclist (boulevard/morse merryman) for school access. I am a cyclist and am very confident but also complacent at times. Having more access to trails with physical barriers between traffic or rails to trails would be a big improvement.
128.	I would love to see wider shoulders along 510 between Lacey and Yelm.
129.	Improving signage for commonly-used routes off-trail used by cyclists would be a helpful, fast, and probably not too expensive way to raise the awareness of motorists and make cyclists feel more comfortable and confident riding out in the county. I've seen road signs like this in Oregon ("cyclists on roadway" and similar) and I strongly suggest we do it here. Checking out some Strava or other heatmaps would be a good way to start choosing locations to post signs.
130.	Need better East-West connections to complement the Chehalis-Western Trail, which is the gem of our bike network.
131.	Stop wasting taxpayer dollars on this useless garbage and fix the roads. Or better yet get rid of the homeless.
132.	eliminate drunk drivers
133.	patrol the bike trails and ticket motorized & vagrant users
134.	Connecting abandoned railway segments to the Chehalis-Western Bike Trail and Yelm-Tenino Bike Trail where they intersect at Marvin Rd and Military Rd. A bike overpass is needed where the Yelm-Tenino Trail crosses over the 507 Highway east of Tenino.
135.	I ride 4 different bikes on pavement in Thurston, most days of the year. I also drive and ride the bus. Having ridden in various other cities over the years, my experience of Oly and surrounding incorporated areas is that bike culture here is primarily hampered by 1) the hills to the E and W of the downtown core that are difficult for many and 2) the lack of comfortable arterials. Those are hard to "fix" easily or quickly or at all. But I've seen improvement since moving here in 2018, and I hope it continues in the form of more/better continuous (ideally separated) lanes and links between different parts of the region.
136.	We need physical barriers between bikes and vehicles! We need what they do in Europe! Nothing else will replace safety. We cannot have a bike system without safety!

COMMENT

I have 2 neighbors, live in OLY. in my neighborhood; one So. of me, one North.

Both were hit by vehicles while biking (one died).

BIKING IS NOT SAFE!

PEOPLE THROW CANS AT YOU, ETC.

-
- 137.** Pathways connecting isolated cul-de-sac neighborhoods would be fantastic. As well as generally increasing the bike infrastructure (i.e. protected bike lanes, more connections to existing trails like Woodland Trail and Chehalis Western Trail). Thanks for putting together this survey!
-
- 138.** Please drive to Lost Lake at 1546 Reservation Rd SE, Olympia. Traffic rarely stays below 50mph speed limit. Would you really want to ride a bike along that shoulder with semi trucks rolling by? Yet it's on the Bike Map as a route. I think all the residents in eastern Thurston County are forced to own a car. Yet it's so beautiful over here! Would be an amazing bike ride! Lots of folks here have golf carts too which would be awesome if we could zip over to Nisqually.
-
- 139.** Would lie to see an improved bike lane along Fir Tree road and Rich Road that would enable a valuable connector between the South East County and future connection to the Tumwater Valley trail, and future Little Rock road south to the Gate Trail being developed by the County. Maybe leverage an agreement with Rainier Rail for access from Rich road Or another option is work with BPA (see application for Right of way user along their electrical corridor.
-
- 140.** Prioritize biking to neighborhood and in-store. destinations, not in rural areas. Unlit long distance paths don't work well for year-round travel or feel safe to me when biking solo. Intersection improvements and buffers please.
-
- 141.** 1. Maintain painted lines separating traffic from bike lanes. Marine Drive bike lanes have been invisible and w/debris for too long.
2. Get designated bike route lanes off 4th and State onto Legion or 5th, or...
3. Pacific/Martin intersection revisions and merging with State/South Bay will continue to be dangerous for peds and bikes since the planned roundabouts don't include addressing State St. merging and parking for new businesses in the area (Vics, Eastside Urban Garden Center, Oly Yarn Shop, etc.
4. challenges of having to get off bike at busy intersections to push for light at cross walk intended for peds - when light change doesn't trigger for bikes.
-
- 142.** Cycling is an alternative exercise for me. Safety is a high priority. I choose to bike when I can do it safely in good or decent weather. Recently, I have biked to the Capitol for demonstrations using old rail trails for most of the distance (I live in Lacey). I often bike to a local Maconi's to pick up a sandwich, combining exercise with eating. I occasionally bike to a cash machine instead of driving.
-
- 143.** Advertising and promotion to normalize people doing this.
-
- 144.** Lack of safe, secure parking for my recumbent trike reduces the locations i will ride to. Many road shoulders are too narrow for a trike to use safely.
-
- 145.** I appreciate all that Thurston County, Olympia, Tumwater and Lacey have done so far. The most important element to me (I am 79) is complete separation between bike lanes and roads. Then, better maintenance of the bike lanes (for example, the southbound bike lane on Capital Blvd between the Capitol and Tumwater Square is so hazardous (drains, precipitous dips in the road) that I never take it.
-
- 146.** There must be dividers installed to separate the bike rider safely from traffic, even on country or county roads. Take a tip from bike oriented cities.
-
- 147.** The county needs to treat the Chehalis Western Trail more like an arterial Road. Frequent maintenance, priority for trail users over side streets, and clear detour routes when major maintenance is underway.
-

#	COMMENT
148.	We need a pedestrian and cycling bridge at Henderson Blvd over the Deschutes. 14th ave under the Chehalis Western trail is too narrow for bikes and the detour through the park is awkward. Biking along Pacific avenue near boulevard road is very bumpy on the sidewalk and there's no bike lane.
149.	Generally boats burn more fuel than anything running on land. There's more resistance in water. Ferry routes rarely parallel a roadway or train route. The exception is crossing bodies of water. The run from the area of Hearthfire to Dunlop Towing to Gull Harbor is short requiring minimum battery storage and lots of charging time. Driving all the way around is much farther. A bike/bus combo is a good way to get around.
150.	Fill in the gaps! We should have a "bicycle beltway" around the three major cities.
151.	Finish the Deschutes Valley Trail!
152.	Fill in missing gaps in the regional trail network. Protect bikes from traffic to greatest degree feasible (bollards, raised bike lanes that are combined with sidewalks, etc.). Bike lanes aren't worth much when delivery trucks are passing inches away from you at 45 MPH (e.g. on Capitol Boulevard across from the Craft District).
153.	Just copy the Dutch. They already have it figured out lets literally just do exactly what they did.
154.	Chehalis Western trail has a horrible problem with lifts, bumps and unmarked hazards. I have seen several falls and accidents of people hitting an unmarked bump and losing their control.
155.	I have ridden the Seattle to Portland 10 times. The only times I've been honked at, yelled at and cussed at is between Roy and Rainier. I'm riding the same way for 200 plus miles on these trips. I don't change my way of riding going through Yelm so I don't believe it's me since the hate doesn't occur elsewhere. Yelm is a "large" busy city with one lane each direction and a turning lane in the busiest part of town. The "bike lane" is a hard shoulder with bicycles painted on it. Lots of low hanging trees that need to be dodged over the bikelane forcing you into traffic. Plenty of iron covers, grates and other assorted debri that need to be negotiated or putting you into traffic. In Yelm as you pass Gordons the bike lane just ends with grass and a sign in front of you putting you in traffic. The the bike line becomes on street parking shortly after that leaving you in traffic. The point is the "bike lane" on the main road in Yelm is just a hard shoulder with bicycles painted on it. My wife has been hit with car mirrors. I have had a car turn into me. I have a black and orange bicycle and I was wearing a bright orange cycling jersey with a flashing red light on my bike when I was hit riding on the hard shoulder through Roy. Drivers don't care if there are bikes there and don't feel they need to share the road even when there is no dedicated space for bikes. BTW. I understand trhe STP puts a strain on the roads the route takes. 5 to 10 thousand bikes is a lot. However, it is only one day for most of the cities the STP goes through. Commuting to work is more dangerous for me as drivers aren't looking for a lone cyclist.
156.	We have it good here, even great for the most part. I appreciate the efforts of government entities in our region. It's impossible to make everyone happy but of course, I want to skew towards making us bike riders safe.
157.	Sweep South Bay Road more frequently. The traffic is far greater than 20+ years ago. The traffic is over the speed limit by 10 mph on average. More road debris and vegetation encroachment on the shoulders where cyclist try to maintain separation from the speeding traffic. Bigger trucks, bigger trailers. Many can't stay between the lines safely.
158.	Thanks for thinking about cyclists!

#	COMMENT
159.	I typically use the multi use trails and mtn bike. I worry about kids biking due to the lack of separation from busy roads and driver inattention. I appreciate the efforts to make a safer biking infrastructure.
160.	None
161.	Improve connecting biking and walking trails like Chehalis Western or Yelm Tenino to other major trails. Don't spend money on biking lanes or redoing city road infrastructure to accommodate bikes
162.	I ranked "routes to paved trails, parks, and recreation areas" number one, but really it's routes to paved trails I would prioritize. I used to ride the Woodland Trail to work in Lacey, getting on at Boulevard. I live north of State Ave, so crossing State and 4th was the most stressful part of my trip. I tried to start using cross streets with stop lights, but often I wouldn't trigger the signal to turn green or it wouldn't stay green long enough for a car and me to get through the light comfortably.
163.	Lacey is not a great place to bike on the roads
164.	trim tree limbs to keep homeless from camping
165.	Get aggressive drivers off the road somehow. I won't ride in roads or bike lanes. I ride the sidewalks and stop to let pedestrians get by.
166.	The existing rails-to-trails network provides an excellent basis for a bike network. Build from this existing basis, connecting destinations (like Huntamer Park), adding bike parking facilities, bike lanes, etc. Using the destinations people are most likely to visit as priorities the bicycle system can mature at the lowest cost/benefit.
167.	Stop building bicycle lanes! It makes traffic worse because youre taking a lane that could be used for cars, hov, motorcycles, etc
168.	Expand the existing bike/walk paths and use as a backbone network to create spurs that branch off to areas with schools, businesses, stores and shops. Unlike using roads, this plan also expands areas for walkers. Also, it's important to keep bike paths off the road to the greatest extent possible to ensure safety. Most drivers share the road, but it only takes one to kill or severely injure a cyclist. And the number of drivers on the road will only increase.
169.	You might want to consider constructing a connector between the Chehalis Western Trail and the Gate Belmore Trail.
170.	Living in Yelm many places are just too far to ride to practically for work or errands if they're not in town. However I very much enjoy using the rail trails for recreation and would like to see more of them linked and expanded across counties.
171.	Please connect Bucoda and Rochester/Grandmound to the rest of Thurston County
172.	Major transportation projects should always include consideration for bicycle network improvement. I was very frustrated by the College Street roundabout at 22nd project several years ago which, despite public testimony, did not include bike infrastructure improvements. Upcoming College Street projects should consider bike lanes as a critical requirement and not a nice to have. Also, secure storage options at public locations and more requirements for private development will go a long way toward improving rider adoption.
173.	In yelm, the bike lanes are frequently full of glass and other debris and the trees need to be trimmed higher so we can ride under them.
174.	Consistent bike lanes to big employers. There is currently not a safe or clear way to bike in yelm to Walmart. The walmart in yelm is a large employer and place for groceries/medicine. The benefit of biking over taking the bus is the ability to start early shifts or work overnight shifts when the bus isn't running.
175.	I would prefer to bike on multi-use trails rather than share the road with vehicles. I would prefer to improve the networking of those trails rather than add bike lanes to existing roads. I've noticed that even with clear bike lanes, most people ride on the sidewalk, so improving the multiuse trails would be more beneficial.

#	COMMENT
176.	I think prioritizing maintenance on our current Bike trails should be priority a stretch between Yelm and Rainier has tree roots growing under the trail itself and makes a very bumpy difficult and unsafe ride because it can throw somebody off balance if they're not paying attention
177.	Remember, paint is not infrastructure.
178.	My wife doesn't feel safe walking / biking with the kids from our neighborhood in yelm to the main trail through town. Please create sidewalks and/or bike lanes from the major neighborhoods in yelm, to the main walking/biking trail. This will greatly improve accessibility and encourage more business during the day downtown.
179.	Any resources that TRPC can provide to local jurisdictions regarding road diets and implementing at least painted bicycle lanes where there aren't any - policy documents, recommendations, a how-to?
	The I-5 trail seems to have been partially abandoned by either the City of Olympia or the County. Outreach to DOT might be needed, but just because the Karen-Frazier Woodland trail exists doesn't mean the I-5 trail isn't also useful and viable (so long as it is maintained).
180.	Make it a law, that bicycles must have a headlight and/or both, flashing tail light.
	SAFETY FIRST!
181.	more reliable bike storage options (higher volume options) on inter-city buses for long distance commuters
182.	I ride quite frequently. In my view, the bicycle infrastructure in Thurston County is good. The biggest concern for cyclists is that many drivers do not see bikes. Not sure how to fix that.
183.	More maintenance in current bike lanes. I have had more flat tires here than anywhere else I have ever lived. People Throw bottles, cans trash, old tires on the side of the highway and it is disgusting
184.	Bucoda needs to be connected to Tenino / Yelm trail system. We pay property taxes and do not benefit like the rest of the county.
185.	Having a bike/running/walking trail extend from Tenino to the new Agricultural Innovation Park off of Old Highway 99 would benefit the businesses at the location and the community as a whole.
186.	Get ride of the railroad from the port to Capitol Lake up through Percival Creek and put in a rails to trail!
187.	Roundabouts with bike lane would be amazing Protected bike lanes Bike lanes to westside
188.	You might try having a bike celebration where the community rides together to raise awareness.
189.	No additional comments
190.	I think that enforcement is important but am skeptical of the ability of things like patrols and speed traps to improve safety, especially since it is not uncommon to see police speeding or running stop signs. Instead, I would support "always on" interventions such as speed cameras in places like school zones. I would also encourage road design that is "self-enforcing" such as Dutch-style raised crosswalks in pedestrian areas and school zones.
191.	I'd love to see Rochester connected to Olympia by trail. I am excited to see construction start on the trail south of Little Rock. I hope that it connects to other safe bike routes soon.
192.	Get a safe access thru Tumwater east to west and north to south
193.	It'd be nice to use bicycle with InTransit buses, but not knowing where parking would exist for cars carrying bicycles or cars parking areas to get on the various buses at locations, would be helpful. Living off Hwy 99 near The Preserve, I'd like to be able to know where to park to catch a bus for example to go to Farmers Market, or various event locales throughout the year. My option

#	COMMENT
	for now is car, and pray you can find a spot at the venue. I'd prefer to Park & Ride...knowing those parking locations close to bus stops would help immeasurably! I am a senior and can walk a bit to get from parking to bus stops.
194.	I would love to bike to more destinations, but I don't feel safe doing so. More than anything, I worry about aggressive, impatient drivers. All it takes is one car/one accident to destroy a person's life. I'm not willing to take the risk.
195.	include benches placed shaded areas for people to rest on warm/hot days. Consider the rotation of the sun when planting trees for shade.
196.	Thank you for your efforts!
	I love riding my bike + would love to do it more if there were safer routes - especially to existing bike trails
197.	I've been run off the road by aggressive drivers while cycling in a bike lane and it's made me much more nervous to bike alone.
198.	Seriously, though. Two flat tires, inside of two months on a new rim, even.
	<p>The amount of broken glass, metal and other automotive detritus that is pushed directly into what passes for a "bike lane" (Basically an unprotected shoulder that drivers assume is alternately either parking or a turn lane) by street sweepers is costly and dangerous to cyclists. I am often forced on my daily commute to either ride through this debris, merge with high speed (+35mph) traffic or go over my handlebars.</p> <p>Ban cars downtown. Make it a thriving, outdoor pedestrian mall, with access only for emergency and commercial vehicles. There are countless examples of cities (both domestically and abroad) that have seen major economic improvements from similar changes to their infrastructure.</p> <p>Thank you for your time. Ride safe!</p>
199.	"bicycle skills training and traffic education for cyclists" is not effective or likely to change outcomes if used in the absence of safe infrastructure (segregated bike lanes, bike lanes directly connecting destinations - not through myriad convoluted detours on backroads, etc.). Furthermore, if "traffic education" is focused solely on bicyclists without changing motorist behaviors through education and enforcement there will likely not be a significant change in either bicycle safety or rate of use.
200.	There are a lot of other countries who have highly coveted bike systems on a national level
201.	Please thoroughly review, analyze, notetake, compare, and document how the Netherlands does all of their bicycle-related things.
202.	Gutters with painted lines are not bike lanes!
203.	As a long-time cyclist I think you do a good job. But I think the more separated/protected lanes that you could create would greatly help in getting the new/nervous riders out there more.
204.	It is hard to predict what will change people's habits. That is the biggest thing. If we get more cyclists, then we will get more advocacy and be able to justify more investment.
	If we get a substantial increase in cyclists though, the areas businesses have available for locking a bike will be insufficient. Some have enough for 4-5 bikes only.
205.	Thurston county has a decent network of bike lane equipped roads that allow you to get most places you would like to go, but often require pre-trip route planning to make sure you are not stuck on an arterial road with no bike lane and traffic speeds of over 35mph. West Olympia, particularly Cooper Point road and Black Lake blvd are two examples that only have pedestrian sidewalks in their busiest sections.
	This issue deters many people from utilizing the existing cycling infrastructure (especially new cyclists), because they often default to the same routes where they would typically drive their car.

#	COMMENT
	Efforts like the Fones Rd improvements are a great step in the right direction as they make navigable connections for people living nearby to access their closest necessities.
206.	In the City of Olympia, I would love to see a better bike lane system. Use models like Vancouver BC, with the green bike lanes and green holding areas at stop lights. Block off some roads as "bike only" so that bicyclists see they are valued and feel safe. I would also like to see better connectivity between the city and some of the great rural roads outside the city.
207.	Safety sweeps to keep dangerous people off of the more remote sections of trails.
208.	I wish there was more of a focus on building biking infrastructure through neighborhoods rather than trying to adapt our main roads. Dangerous and rude drivers are never going away, and so having offshoot roads (like the Washington Street lane off Capitol Blvd going downtown) are perfect! I feel safe and enjoy my ride seeing all the cool houses instead of fretting the whole way riding alongside cars. Safer routes like these would also encourage new riders to start out without fear of getting hit as a beginner. Connect the neighborhoods with trail paths (like the one that links Gov. Stevens to O'Farrell Ave SE.) [Side note: I also wish there was more than one "bike to work" day. I missed this year because I had surgery that week, so I didn't get to enjoy the festivities.]
209.	Kinwood street is a mess for cyclists/ walking. I would love to walk/ride my bike with my kids to the park by the senior center, or ride to places like Dutch Bros as they are close, but there are gaps of no sidewalks, and the grass is uneven and unsafe to ride. Kinwood is a busy street; without some sort of continuous sidewalk someone is bound to be hurt soon.
210.	This is a very important project. All the jurisdictions should reexamine and be flexible about adjusting their bicycle infrastructure plans and priorities under the scope Bicycle Connectivity Strategy.
211.	I ride a recumbent trike, which is very low to the ground. Even with a flag and lights, i dont feel safe in bike lanes on busy roads. I tend to ride the bike trail network for cycling safety reasons and would like to see it expanded to offer more places to ride. I do ride into town occasionally, but carefully plan my destinations in town (Olympia) and we dont ride further north than 7th. I would really like a dedicated bike corridor to the farmers market that i could feel safe riding on my trike.
212.	There needs to be more little connector trails off the Chehalis trail. There needs to be longer trails like the Chehalis that run North to South and East to West. Add new bike lane system that runs along I-5.
213.	The intersection at 4th and Division in Olympia is a dangerous curve where even after hitting the pedestrian crossing light, still feels unsafe. Drivers come around the corner at 40mph often and drive right through the crosswalk even as I'm passing through with my bike. I work in the capital mall and would love to see a safer way for bikes to get through this intersection without fear of speeding cars.
214.	Bike paths within the City of Lacey have excellent maintenance. This is appreciated because of the debris on the pavement causes flat tires. Also, overhanging branches and other obstructions are routinely eliminated. The areas maintained by Thurston County are not up to the same quality.
215.	Design streets for pedestrians and cyclists, roads for cyclists and cars and much of this fall's into place... instead we have many "stroads" that do neither job very well.
216.	The most important safety and comfort features would be a consistent and separated riding experience. I see so many trails that just end or merge with traffic lanes. This leads to confusion for drivers and bicyclists, and of course makes riding much more dangerous and dependent on drivers paying close attention (which doesn't happen).
217.	1. Better education for drivers regarding driving near cyclists. 2. We sometimes avoid the bike trails because they are not well-maintained compared to roads (i.e. rough surfaces from tree roots).

#	COMMENT
	3. There are places where a relatively small project could increase safety. For example, eastbound on Woodard Bay Rd between the Woodard Bay Bridge and the northern terminus of the Chehalis Western Trail, the road is very narrow with short sight distance. Putting in a shoulder there would improve safety and access to the trail for cyclists, while making it easier for motorists to pass.
218.	Bike routes to common cycling destinations. CWT (south end access/extension) Capitol Forest and Sun Black Hills are destinations for cyclists.
219.	Provide more speed management improvements such as road diets that also provide for separated bicycle facilities and roundabouts.
220.	I know it's difficult to address, but my primary bicycling safety issue is motor vehicle driver behavior; particularly the use of cell phones while driving. Too often I see drivers drifting onto shoulders and into bike lanes - where a collision can readily be a bicyclist fatality.
221.	Separating cyclists from cars will keep people alive. Also, cyclists want to have confidence to store their bike while they go about their business. If we want to decrease the number of cars on our roads, we need to make it easy for people to ride bicycles.
222.	Investment means prioritizing funding for multimodal over car lanes. It is unacceptable that we prioritize one form of transportation over all others.
223.	Separated bike lanes and continuous routes are important to get people to bike.
224.	After spending the weekend in Bellingham, I finally understood why I don't feel confident biking in Thurston County. Our bike routes are so disconnected that it's nearly impossible to get anywhere safely without either merging onto major roads with no bike lanes/protections or dealing with drivers who aren't prepared to share the road.
	We need to invest in major bike corridors that actually help people commute—something like a bicycle version of I-5.
225.	Slower road speeds every where. Survey needs improvement. In additions to " several times a week " should have "once or twice a week"
226.	We should have a dedicated pedestrian lane on Capitol Ave. More bike lanes would be great. There is no pedestrian light at the Henderson and Eskridge roundabout. Drivers need to have a lot more training around driving safely generally, when you're on a bike you really notice how many drivers should not be allowed in a car. I personally believe everyone should have to bike for a year before being given a vehicle license.
227.	Look to Denmark for inspiration. Design focuses on safety for the youngest and eldest - if they feel safe biking, everyone will. Have bike lanes inside the parking lane, so parked cars are a safety barrier. Have intersections where cyclists go first, then cars. It is so dangerous the way people drive today, for cyclists and pedestrians. We need to drop the speed limit on arterial roads because drivers think 35 means 45 and 25 means 35 or 40. Assume they will speed and set the limit significantly below that. Put in traffic calming features - bends, planters, anything to stop people from driving like maniacs.
228.	Legitimate North / South bicycle corridors are needed downtown Olympia. Biggest example is Capital. This road should be put on a "road diet." Make it a two car lane roadway using the extra space gained by cutting two lanes to make a turn lane and a two-way bicycle corridor.
	The traffic light timing downtown is timed for cars exclusively and not bicycles making this an unfriendly human experience to traverse via bike.
229.	I enjoy biking in Thurston County. My biggest issue is the patchwork of bike lanes in the area. I realize it is a product of growth paying for growth, but it really hampers my willingness to bike to more areas instead of taking a car.
230.	Yes! The use of bicycling in Thurston County should strongly encouraged, and a huge part of this is having bike lines on all major roads. Also, I think it is really important to educate riders to stay off sidewalks and the proper use of bike lanes (only going with traffic!). I personally have no concern riding right in the middle of the traffic lane on roads that have no bike lane (eg - Black Lake Blvd north of Cooper Point), but I imagine most people have some understandable concern.

#	COMMENT
	I ride as much and as often as possible. Making Olympia more bike friendly ought to be, in my view, a major priority of the city.
231.	Improve education for motorists on how to drive with cyclists. Reflective marking on trails for visibility at night (especially on the Woodland trail. Even with good, multiple lights, it can be hard to see where the edge of the trail is and there are places with steep drop-offs). Repair lighting in the Sleater-Kinney underpass. Fix the horrible condition of the I-5 trail - lots of litter, overgrown shrubs and the pavement condition is like a washboard. Provide better transitions when bike lanes end. Stop putting construction flags in the bike lanes. Improve education of motorists on how to share the lane.
232.	Our bicycle network should strive to be like Fort Collins, Colorado. When I lived there, I used their network to get almost anywhere in town. See attached map:
	https://www.fcgov.com/bicycling/files/updatedonlineversionjune20_2024.pdf?1718900303
233.	Bicycle lanes as they exist now are always full of debris, too narrow, and too close to traffic. I would like to see some separation between bike lanes and traffic. Perhaps put the bike lane next to the sidewalk. This would place the planter strip as a buffer between bicycles and pedestrians, and traffic.
234.	We need better connected trails, I would much rather bike via trail then have to bike with traffic unless we have protected lanes.
235.	Improve markings at 3rd Ave / College. This is an important part of the I-5 bike trail and the intersection is poorly marked and not safe as many turn right on red so there is no clear place for a bike continuing on the trail to stop / hold safely.
	Woodland trail - finish the connector to Union Mills (and put bike lane on Union Mills. This would really open up the eastside of Lacey to bike commuters.
236.	Wider shoulders on roads for safer biking on county roads.
237.	At minimum nice wide road shoulders need to be added to Zangle Rd. NE to help support the children at the elementary school for foot and bicycle traffic. Gull Harbor Rd. and any other nearby roads that have no shoulder at all to connect to the closest transit route to the rural Olympia area. Route 21 is the closest intercity transit to my house but I cannot safely access it due to the seriously dangerous Gull Harbor Road with its blind curves and zero shoulder. There is zero safe space for a bicyclist to be on that road and it's one of the most important roads to connect most directly to the intercity transit system. A lack of cell signal also poses a danger in these areas for riders. Especially young riders in the event they get hurt and need to call for help. Good luck on getting reliable signal.
238.	The number one priority should be fixing the bumps on CE trail between 89th and Fir Tree, followed by bumps on Yelm-Rainier-Tenino trail near Yelm.
239.	I live in northwest Olympia, which is overall pretty good for cycling, and before I start complaining I want to mention how great it is to be able to put your bike on the rack on the front of the FREE bus and not have to climb the hill when coming back from downtown.
	Black Lake Boulevard between Fourth Ave. and Cooper Point Road is a nightmare for a cyclist. I rode for years in Los Angeles, so I'm hardened to riding in traffic without much room, but that half mile is off the menu for me. The two-block section between Harrison and Fourth Ave. is one of the worst stretches I've ever known for car/bike relations, and the block between Garfield and Harrison isn't much better. I either retreat to the sidewalk or just take my lane.
	So from my limited perspective, I'd suggest improving the bike lanes in the triangle surrounding Capitol Mall, especially near the Harrison/Division intersection. Thread some bikeways through the neighborhood on the north side of the Mall, and put in some protected lanes. I know that's easier said than done given the narrow right-of-way -- but you asked!
240.	Traffic lights sometimes need to be triggered by cars or pedestrians - there should be a way for bicyclists to trigger lights as well.

#	COMMENT
241.	Just keep on making this country even more bicycle-friendly than it already is. 🙌🚲🙌
242.	Please look at Offut lake road as an area of improvement due to the tight bridge on 99 and the new Propane filling station Widening the road and adding a bike lane would be so much safer. I've almost been hit twice by these big trucks not giving me space while passing on dangerous curves. It's a well used road for cyclists.
243.	Look at what Vancouver BC is doing- they have excellent, safe bike infrastructure. Also, please encourage businesses to provide safe, covered bike parking areas- maybe through grants or tax incentives. Educate automobile drivers too.
244.	There are lots of bike lanes on streets in my area. But I want ride on roads, only sidewalks or paths. On all roads around here, many drivers commonly drive 20+ over speed limit. Almost every time I drive my car on Pacific avenue, I see drivers either on cell phone or distracted, drifting over into the bike lanes for quite a while. I don't think they know or care what lines and lanes are for. So I stick to sidewalks instead.
245.	The Chehalis Western Trail has some really bad areas due to tree roots pushing up the trail surface. Otherwise it's a fantastic trail connecting communities that should continue to be maintained and expanded.
246.	Separate car traffic from bicycles.
247.	Money would be better spent elsewhere like law enforcement and fire to help protect the citizens.
248.	Keep bike lanes clean , sweeper is not getting breakdown lanes where we ride. Trees and shrubs need to be trimmed on sodewalks
249.	Directly Connect west Olympia , spscc area trails to tumwater hill streets to tumwater falls trail network
250.	The fact that biking was safer in the 80s means that we have not even kept up in regards to safety. Where is all the bike infrastructure that has been talked about for decades?
251.	The existing "bike lanes" on my routes are too narrow and seem like afterthoughts. Bike lanes on Yelm Hwy and other roads with heavy, fast traffic should be separated from traffic. Routes to schools should be prioritized, but first with uninterrupted sidewalks. The routes near Washington Middle on boulevard have bike lanes, but I would never let my kid ride there out of fear of unsafe drivers. If there was uninterrupted sidewalks or separated bike lanes, he could ride on his own.
252.	Need to slow drivers down. More car free paths. Separate cars from bikes. Keep bikes on main roads instead of sending off the direct routes. Upkeep of current bike infrastructure.
253.	I ride daily since being diagnosed with cancer. Driver education is my biggest concern while riding. Very few drivers seem to be aware of the minimum distance from a bicyclist, passing within inches of me. Whenever a car is approaches from behind, I always stay as far right as is safe.
254.	It should be clear in transportation plans how much money is being spent by mode so we can see if our budget reflects our values.
255.	Expanding bicycle inclusive skills training for motor vehicle operators is FAR more important than putting the onus on cyclists
256.	We need separated/physically protected bike lanes along major streets for me to feel comfortable with myself or my kids riding bikes anywhere other than driving to a trail.
257.	Lacey need bike trails in wooded areas and large parks. Not paved bike roads.
258.	I tend to think that "driver" safety is the #1, concern here. Having respectful, knowledgeable, safe observant drivers are the biggest "cyclist" need. However that's addressed. If cyclist aren't in fear of being hit by a car, all the other "improvements" (bike lanes, barriers, big intersections etc) are much less of a concern.
259.	I would love to commute to work via bicycle but would like a physical barrier between car and bicycle lanes due to driver distractions especially on main thoroughfares
260.	No
261.	The Chehalis Western Woodard Bay road access is awful!! No shoulders. Woodard Bay to Boston Harbor and Libby Road NEED shoulders!! For walking, for biking, for

#	COMMENT
	accessing school, work, or recreation on the trail.
	It is scary going East on Woodard, approaching the trail parking lot, and finding a cyclist on the road struggling up the hill. There is no shoulder/bike lane and it is unsafe for cars to pass.
	It is scary driving Libby, and peaking over a hill with a bicyclist in your lane. Want to share the lane, but with the hills, I am not comfortable biking or passing the bicyclist. We want a shoulder!! A bike lane would be even nicer!
262.	Cars have been the sole focus for decades. Let's rebalance this now and make life better!
263.	Carpenter road needs bike lane;
	Extend Karen Fraser woodland trail to Mullen road using railroad route that is no longer in use. This would allow newer section of Lacey to access great trails like western chehalis
264.	It's absolutely ridiculous that there is a huge gap in safe bicycle infrastructure on Capitol Way between Tumwater Falls and the capitol campus. Honestly it's an embarrassment to the region. This is a major corridor that people want to use to get between important urban centers, and with I-5 as a barrier there's not really another good way to go. You can't really take local streets without using either Capitol or Henderson to go across I-5, and it would be monumentally slow anyways. Do you expect me to go around the west side of the lake or what? I don't think I've ever in my life seen somebody actually driving the speed limit on Capitol Way since it has so many lanes, the road is built for people to speed and they understandably do. PLEASE make it one lane each way and add some safe infrastructure.
265.	The bicycle upgrades made at 4th and Plum are a complete disaster. I have ruined two rims on my car trying to make a right hand turn off of plum to 4th street. The intersection should have been enlarged and a right hand turn lane made at that gas station. Olympia is not conducive to bicycle traffic. More emphasis should be placed own automotive and public transportation.
266.	Signage and written materials available for both drivers and cyclists regarding safety laws/rules for cycling.
267.	Money is limited stop wasting it on projects and services used by very small numbers.
268.	The layout of these 1 to 8 questions is absolutely horrible.
269.	Be sure whatever you do is wide enough for a recumbent trike or large wheel chair.
270.	I'll ride in most conditions. I want my 8 and 9 year old to feel safe riding to school or a friend's house with me. Painted lanes don't make children or non avoid cyclists feel safe. We need paths not just for recreation that you have to drive to. We need functional paths that take you places of use throughout your day.
271.	I would love to see more education in schools to let children know it is a good method of transportation
272.	I love biking here, but there are several major roads without adequate, continuous shoulders. Instead of unsafe painted bike lanes, curbed side"walks" should be much wider, perhaps with lines to separate from foot traffic
273.	Would you please repair the root bumps on the Chehalis western trail south of Fir tree. There is one root bump that is unmarked and has nearly thrown me off my bike.
274.	All crosswalks that are part of an existing bike trail or bike right away should include bike and pedestrian signage.
	Driver's Ed and licensing should include robust bike awareness training.
275.	Yes, better driver education on sharing the road, and traffic safety. Some drivers appear to think that drivers have priority on the road without any regard to other users like cyclists and walkers. Need enforcement of bad drivers. In my experience, WA drivers are some of the worst in the USA.

#	COMMENT
276.	All license plates should be registered in a public, searchable online database that links each license plate number to a name and home address. This will undoubtedly improve safety for bicyclists, pedestrians, and motorists.
277.	Thank you for a somewhat balance bicycle survey. I love to bike, but pretending this recreation is inherently safe, or sustainable mainstream commuting, is foolish. Expanded segregation of roadways is wasteful public policy now that E-bikes enjoy acceleration rates and cruise speeds equal to any ICE vehicle on urban arterials and residential side streets.
278.	I did not answer the last question because I think more monitoring of activities on bike trails should be done. It does feel safe in some areas.
279.	West side of Olympia is deficient in mixed pedestrian and bike infrastructure that is separated from traffic. There are no trails! The corner of Cooper Point and Capitol Mall is incredible dangerous since right turning traffic rarely looks for cyclists going straight. Protected bike lanes for the 5th avenue roundabout going across to the lake would be helpful to separate cyclist and traffic.
280.	Some of the most stressful times are biking with my kid to elementary school, because too many families drive to drop off. Programs or infrastructure to encourage walking/biking and discourage driving would be great.
281.	Besides location specific feedback on my daily commute to work (Boulevard RD) I think general cleaning of bike lanes needs improvement, often while riding I have to go into traffic to avoid road kill or truck debris. Also when there is no sidewalk often walkers use the bike lane, they often are safely walking against traffic for visibility this requires bikers to take the lane to give the walkers space, often cars do not consider this. Consider locating areas where sidewalks are missing on one side of the road and there is a bike lane and filling in the missing sidewalk gaps, and crosswalks to access the safe place to walk. Also, the city often places work signage in the bike lane, this is the most visible place for cars, but unsafe for bikes using the bike lane and needing to either go around the sign in the traffic lane or figure out other options.
	I'd love to see more interurban gravel trails, especially ones across town, like the railroad right of way from Heritage park to Mottman Rd. This would be an amazing route to the new Kaiser Woods bike park when that is completed!!
	Thanks so much!
282.	I wish there was a safer, quieter bike route from Lacey/SE Oly to Briggs YMCA and Pioneer Park that was not entirely on Yelm Hwy.
283.	Redesign state, county and city for people NOT CARS.
	There are dozens of examples of how to do this. It ALWAYS results in more productive, financially successful and of course healthier communities. First step is to outlaw and enforce bribery laws to get fossil fuel design out of government.
284.	Our local speed limits would be reasonable to ride alongside if I had any confidence that they were being respected. Cars are the biggest reason I don't feel safe sharing the road, whether biking or walking. They aren't looking out for me while I live in fear of them.
285.	I live off 78th Ave and Rixie Road and find it very unsafe to bike on Rixie and Rich road. I would do more commuting if there were better shoulders/bike lanes
286.	It would be excellent to prioritize the connectivity of our existing urban bike trails. I use the Woodard trail, the chehalis western, and the yelm tenino trail all the time. It would be great to continue to extend these existing trails, or make more bike corridors that lead you to them.
	I know WSDOT is proposing a bike trail along I-5 with the Marvin to Mounts improvements. That bike lane will be aimed towards the one in DuPont. It would be incredible to have some bike paths that can safely take one from Olympia to the Nisqually Wildlife Refuge. It would be an excellent and seemingly feasible recreational opportunity for the area.
287.	Signage and sharrows don't count. They are for show - not for function.

#	COMMENT
288.	We should consider things like neck downs, as well as mixed use corridors to make cycling and walking safer and easier.
289.	Traffic education for the general public outside of enforcement to help drivers know how to navigate roads alongside cyclists.
290.	Very few cars follow the "three foot rule". Also traffic circles pose risks to cyclists - Cars often don't yield to cyclists in the circle.
291.	More roads in the urban growth areas need to have continuous bike lanes. The current bike lanes are all disconnected.
292.	1. Lack of safe, secure and weather protected bike parking derails many of my cycling excursions. 2. More and more people are riding trikes these days...please be sure any improvements can accommodate 3 wheels as well as 2.
293.	Keep expanding the bike trail system, especially the Yelm Rainier Tenino trail and Prairie Line trails.
294.	I like the idea of expanding skills and training. In a safe, fun environment. I'd be interested in small group easy excursions. To learn new trails near me. I live in Bush Prairie, near Tumwater airport. It feels far away from everything. I'm too scared to ride on busy roads. But around my neighborhood is safe and comfortable. Thank you for asking about this! We all need to move more.
295.	Turn off the rain and wind during most of the year.
296.	I would like to see more bike lanes on smaller roads, or roads that are not necessarily main roads.
297.	I would like to see laws with actual teeth, that affect motorists that endanger or injure cyclists.
298.	LOVE bicycling in Olympia and feel the bicycle culture here is supported. I do not feel supported bicycling in Lacey and often avoid bicycling on Lacey's high speed roads.
299.	Don't expand bicycle lanes.screws up car traffic that pays for the roads a waste of of tax money for how many ride bikes
300.	Many more miles of bike paths, please.
301.	I'd ride a LOT more if the roads in my area were wider and had bike lanes or shoulders.
302.	Yes - keep trails within 5 miles of major cities. Like Oly/Lacey/Tumwater. Leave rural areas alone.
303.	When bicycle riders drive out to rural areas to ride on narrow roads with no shoulders in groups it's very dangerous for them and motorists to navigate
304.	Horrible survey. Participants are required to give false answers by ranking things that do not matter at all.
305.	Encourage slower riders to ride on sidewalks through intersections. Unless you are a regular commuter or rider, you take time to get through an intersection and you are clearly in the way of motorists who are trying to catch the light, which makes the bicyclist nervous and drivers impatient and/or angry with bicyclists.
306.	Complete the paved trail system and clear homeless encampments along trails. Better west to east connectivity.
307.	TRPC needs a capital projects arm that funds bike, pedestrian and transit accessibility projects. Creation of a TBD that works inter jurisdictional will help mitigate issues with wildly variable development standards between jurisdictions that result in those not driving losing mobility infrastructure at random times throughout their journeys. Pay for it through property tax or a MVET.
308.	Tradeoffs are important as funding is very limited. How and where should cities, counties and agencies prioritize spending? Not all the money can be spent the same way. Unfortunately this survey did not address this most critical factor and is likely to result in strong feedback that more bike infrastructure is needed (obviously).

#	COMMENT
309.	My main suggestion is finding ways to enhance the existing trail/large shoulder road network for county users would be amazing. Roads like Boston Harbor Road and Hawks Prairie Road have wide shoulders but to get to bike lanes or trails from those roads you often have to navigate roads with zero shoulder. If there were some key routes to help facilitate those connections I feel it would make biking safer and more accessible for county users.
310.	Cycling is a very important transportation method, and it needs to be available as a reasonable alternative to driving wherever possible! Also using it to connect with transit would benefit so many.
311.	I'm a resident of Hawks Prairie and an active cyclist, and I'd like to share some concerns about cycling infrastructure in Lacey and the surrounding areas. One major issue is the bridge over I-5 on Meridian Road. It has no bike lane or sidewalk, yet it serves as a critical access point for many cyclists and pedestrians in Hawks Prairie. This bridge is not only important for adults who commute or run errands by bike, but also for high school students who might choose to bike to school. Without safe infrastructure, the bridge poses a significant danger and discourages non-motorized travel. Another concern is the complete lack of safe, dedicated cycling routes between Olympia or Lacey and Joint Base Lewis-McChord. Many people who work at JBLM would bike commute if there were a secure and reliable way to do so, but as it stands now, there are no safe options. Marvin Road going south between 56th Avenue NE and 41st Avenue NE also lacks a bike lane and is very narrow, with cars routinely traveling at speeds of 50 to 60 miles per hour, making it extremely unsafe for cyclists. Additionally, several roads in the area are in poor condition and unsafe for cycling. Rainier Road south of Yelm Highway is extremely narrow with no bike lane or shoulder. Wiggins Road is similarly problematic, with poor pavement and inconsistent shoulder space. College Street and Carpenter Road are also difficult for cyclists due to traffic volume and a lack of safe infrastructure. Investing in continuous, protected bike lanes, safer crossings, and better road conditions would go a long way in making Lacey a more bike-friendly and accessible city.
312.	As a resident in unincorporated Thurston County, simply having wider shoulders on some county roads would be a huge improvement. For example, 36th Ave NE is used by a surprising number of cyclists and pedestrians (likely because it's one of the only available options to get from the Woodard Bay/South Bay area into downtown Oly via West Bay Dr). 36th Ave is a relatively high traffic road with many drivers exceeding the speed limit, sight distance issues, and very narrow shoulders (especially east bound).
	On another note, if Thurston County is serious about traffic safety, something will need to be done about all of the narrow county roads with 50 mph speed limits. Great example - Shincke Rd on a sunny weekend basically becomes a race track for cars and motorcycles, and it's a popular route for recreational cyclists.
313.	We all need a safer road connecting west Trosper Road to Deshutes Avenue. Many people who live in the Black Lake-Belmore area would benefit from safe travel to shopping and errands in the Fred Meyer's/Costco/Home Depot/Walgreens areas. Currently, it is not even safe to walk along Trosper Road. There is absolutely no shoulder there. A slower speed limit on Trosper Road does nothing. I am regularly passed while driving the speed limit, creating hazards for everyone on the road.
314.	I'd love to see the community strengthen with biking.
315.	Maybe I need to get a better lock.
316.	What was the point of the \$ spent at the Eastbay and State intersection? The bike lane ends a couple hundred feet west. Nobody uses that route
317.	I strongly believe that bicycle safety is largely the responsibility of the cyclist and while vehicle traffic and drivers should ideally yield to pedestrians and give cyclists space that shouldn't be relied upon for safe travel. I encourage Thurston County to emphasize the use of lights for

COMMENT

cyclists for better safety and visibility as well as investing in infrastructure improvements for bicycle only lanes and connected urban trails that avoid areas of high vehicle traffic.

318. In my youth I was giving the option to take a Defensive Driving class, and if I passed the class, my latest speeding ticket information would not be sent to my insurance company. It was the best darn class I ever took, and I still think about it 42 years later...thus I think more folks need to take these classes and learn to drive as if the other drivers are out to get you, and learn to share the road with bikes and motorcycles.

319. Repair the surface quality of the Chehalis Western Trail, in areas where there are frequent bumps And pavement disruptions caused by tree root growth under the asphalt. It's Dangerous, especially because they are often difficult to see in the shade of the trees and overcast weather as well as in the late anf and evenings.

320. Punishing people does nothing to make people safer. Providing classes on how to ride timidly does nothing to make people safer. Separating people on bikes from people operating motor vehicles with barriers that will fuck up those vehicles enough to stop them from killing people outside of the vehicle will make people safer. Excluding oversized personal vehicles from the urban core will make people safer. Making it less safe to operate a private motor vehicle while providing, consistent, convenient, and attractive choices will make everyone safer.

321. Increased bike lanes that do not directly mirror roads, limit the amount of car traffic in downtowns, protected bike lanes. Prioritize cycling, tax benefits/grants for bike/e-bikes for commuting to release car congestion in high traffic areas.


322. I wish all cities had a number to text when there's glass or other debris in a bike lane. I believe I can only call Tumwater during business hours, and I almost never follow through (there's that white glass again... 3 weeks later!). Some intersections inform both bikers and drivers of what to expect (i.e. Henderson at Yelm & Littlerock and Trosper all heading north- dotted lines indicated bike travel). That needs to be the case at Capital and Custer- bikers are at the far right, then the lane turns, and no "clear" way to merge into the "going straight" lane. There are some roads that have significant growth of shrubs that take up 14"-24" of roadway, putting bikes into traffic.

323. Increased monitoring and visibility of law enforcement on the bike trails would make using them feel safer.

324. The Western chehalis trail and Yelm/ Tenino bike trails are the gems of Thurston County.

We intentionally Purchased our home in close proximity to Tenino Park to be near the bike trail system. Kudos to those who maintain these trails.

Let's try and keep growing connecting and growing these routes. They are a draw to the area and part of the fabric of this fabulously area!

325. More signs alerting drivers towards increased awareness of bicycles on the roadway. Watch for ! Especially approaching busy intersections and roundabouts.

326. Please fix the bumps on the Chehalis Western Trail. Especially bad past Fir Tree Rd

327. Try to avoid putting rough chipseal improvement surfaces on top of bike lane portion of roadway. I know chipseal is important for cars but it makes for a bumpy bike ride, can you keep the bike-lane edges free of chipseal, for a smoother rolling surface?

328. Expand the current trails. Love the Chehalis Western, Yelm to Tenino and the Woodlands trails. If a bike lane has to share the road then there should have barriers.

329. I believe driver and pedestrian education is essential to bridge any gaps when on rural/one lane roads.

I have had a few interaction that we unsavory because a driver believed I shouldn't have been riding on the road when they had a red light and were making a turn. Also drivers passing groups without being aware of oncoming traffic when on one lane roads.

#	COMMENT
330.	Drivers around here are DANGEROUS. Please prioritize any method that physically separates bikes from cars and improves bike paths crossing roads. All new development should require bike/walking paths that are physically distanced from roads.
331.	Chehalis Western Trail is in poor condition from Fir Tree to the Yelm/Tenino Trail. Several areas are unsafe due to roots
332.	Maintenance of the infrastructure that we have, and what is built in the future must be a high priority. Root repairs, and cracks to keep the surface smooth and safe. Also patrolling the transit areas to insure illegal camping and other encroachments do not creat safety concerns.
333.	1. Pursue the Gate Belmore link to provide another north-to-south muscle-powered transportation route. Get it paved and connected to access options. 2. Develop a route from Rochester to Tenino, and make it a paved third leg (CWT is 1, GB is 2, RtoT is 3). 3. Do something about providing safe cycling for families; from Farmer's Market to library to HOCM in Oly. This is long overdue.
334.	15th Ave NE needs to be a wider road with shoulders for bicyclists!
335.	Road design is more important than traffic citations. Ruddell road is designed to go faster than its limit and has frequent crashes.
336.	I believe that improving bicycling connectivity also improves pedestrian connectivity and safety. The disconnected bike lanes are problematic, and the speed of drivers in many places where bike lanes already exist is a huge issue - it's scary and dangerous for cyclists and pedestrians. Improving major connectors like Martin Way and Pacific to accommodate shared roads, sidewalks, and slower driver speeds would greatly improve the mobility and safety of the community, and would almost certainly benefit businesses along these routes as well.
337.	The CWT is unsafe due to the uneven trail. I have almost been thrown off my bike due to hitting bumps. Often there is no way to go around or avoid. I have almost given up riding because of it.
338.	What do the routes to the new Olympia Kaiser Woods bike park from Evergreen College area look like.
339.	Traffic light sensors often do not detect bicycles so we are forced to ride through intersections against the light. Some bicycle trails and lanes are built without any understanding of how bicyclists actually use them, and without a clear understanding of bicyclists' safety needs
340.	The Martin Way corridor is the perfect example of what doesn't work for bicyclists. The bike lane is very narrow with traffic, has no physical barriers, has multiple spots with drainage grates that force cyclists into traffic, and there are no dedicated bike turn lanes at intersections. Improvements to this corridor would certainly be beneficial as there are several large employers (Providence St Peter Hospital for one) that are located within .5 mile to 1 mile of this road and it could easily link people to the Chehalis-Western trail.
341.	Maps of the bike trails.
342.	Speed by vehicles is the most concerning issue for me. Cyclists in general need to obey traffic laws
343.	In Olympia, there is next to no traffic enforcement. Citizens cannot pull other drivers over- get the OPD to get out and start enforcement of our traffic laws.
344.	We don't have some of the amenities of Seattle and Portland, but we're lucky to have decent infrastructure in Thurston county. Keep up the good work!
345.	Custer Way SW is one of the only connections across I-5 between Olympia and Tumwater. It's also a very sketchy section of road with no shoulder/bike lane, and a lot of turning traffic. I would love to see a project to make that section safer, or a good way to bypass it.

COMMENT

346. There are a lot of things to be done to make cycling safer in Thurston County; traffic enforcement is incredibly important as nobody fears repercussions for breaking the laws.

Distracted driving and speeding are simply not being handled properly. I understand that is a staffing issue, but roadway changes such as traffic calmers, roundabouts, speed bumps, better road signage for motor vehicles are needed.

I was hit 2 years ago by an impaired driver at the intersection of 5th Avenue SW, Olympic Street SW, and Deschutes PKWY SW. This is absolutely one of the worst intersections in Olympia for driver confusion, lack of protection for cyclists and pedestrians, and general poor planning.

It's understood that the long-term plan for changes to this intersection are to be included in the Capital Lake restoration project along with the 5th Ave dam removal, but something needs to be done now at this intersection...stop signs, better signage, ways to slow people down, in the interim.

347. No.1 priority is fixing Yelm Highway RR crossing bridge, which is hazardous for both bicyclists and pedestrians. Suggest a separate bridge north of current auto bridge to serve Amtrak Station. This would require a signalized crossing of Yelm Hwy. at 6923 intersection location for eastbound cyclists. Also benefits safe school access to Chambers Prairie Elementary by students in the Lacey UGA east of the RR tracks.

Also important is fixing the root damages to existing bike routes, and the poorly paved bumpy bike lanes at road-crossing widened roads, e.g. Boulevard Rd. at Boulevard Animal Clinic.

Finally getting more car driving people educated about traffic laws and sharing the road with bicyclists

348. The infrastructure in Tumwater is really lacking. It seems the only work that gets done is through the safe routes to school program. As someone without kids, this doesn't make the situation better for me. I'd love for Tumwater to go out of their way to improve bike and ped opportunities for everyone, not just students.

349. I wish bike cops patrolled the trails regularly. At times there are questionable characters on the Chehalis Trail (near Lacey) and the Woodland Trail.

I love our trail system!

I would feel the safest if there were either more bike specific trails or if there were some barriers or better separation on road shoulders. I do not trust drivers to stay in their lane, so I avoid roads where people can go quite fast.

350. Protected or separated bike lanes are a significant upgrade from painted bike lanes. Any sort of physical barrier makes biking more inviting to users of all ages and capabilities. However, any infrastructure must still lead to meaningful destinations otherwise it becomes merely a recreational asset rather than an important transportation route. Intersections need to be designed to accommodate all road users as well. While Martin Way does have bike lanes on each side that pass by many businesses, many in the bicycling community find making left turns from Martin Way to be foreboding, myself included.

I have actually been in one collision while attempting to merge into the left turn lane at the intersection of Martin Way and Galaxy Dr. Fortunately, I was not injured. The motorist was allegedly distracted.

The Chehalis-Western and Yelm-Tenino trails are the most prominent off-street intercounty bike networks to date, though direct connections to businesses and residential areas are still limited. As it stands, Tumwater and west Olympia lack any proper bike connections whatsoever to the rest of the area on or off-street, with the exception of public transit.

#	COMMENT
351.	Thankyou
352.	Protected bike lanes are the best! I feel safe, traffic is generally slower, more people would be encouraged to use them, less traffic.
	Increased paved shoulders/bike lanes fully connected from intersections to intersection (some just stop, ex Morse-Merryman/Wiggins or Carpenter north of Martin)
353.	I cannot easily find the entrance to the Woodland trail in downtown Olympia. It's easy to get to the capital or downtown from the trail, but confusing to refind the trail entrance from downtown.
354.	Roads are for auto's. Bike riders need better instruction on safe riding and should be ticketed for not following safe riding practices on roadways
355.	FYI - there is a typo in question #4 that says 'pubic transit' instead of 'public transit.' I live in SE Olympia just off Capitol Way and I would like to ride my bike to Tumwater Falls and the new Craft District but walking/biking there is so difficult. It was frustrating to see the changes on a portion of Capitol Blvd and at the Capitol/Custer intersection made a couple of years ago with no consideration for bicyclists. Five lanes of asphalt and no bike lanes - blargh. Traffic goes very fast through this area, too. The 35 mph speed limit means that drivers tend to go 45+. That's a scary scenario on a bike or even walking on sidewalks with no planter strip. It also means that if something goes sideways, me and my family could get seriously hurt or worse. Especially along the bridge over the Deschutes River (that little bridge curb is not sufficient when cars whiz by that fast). I'd like to see some councilmembers and city staff walk or bike down that stretch with their kids and pets in tow to get a real feel for it. You'd just never understand the way it feels from the safety of your car. The same could be said for Boston St when heading to Tumwater Falls/Brewery Park and it's (awesome) new paved bike path - the cars are so, so close to the sidewalk and there's no shoulder or room for bikes. It would feel better to only have one, wider path for bikes/pedestrians on one side of the bridge, than two death-defying narrow sidewalks on both sides. Also, adding a traffic light or a roundabout at Custer and Boston would be a big help. Drivers are pressured to make the left turn onto Boston fast and without looking because traffic is backing up behind them or zooming east after exiting the highway. It makes it feel unsafe to use the crosswalks through there. It might be helpful to give people a map to drop pins on - places where the good bike connections are missing between neighborhoods and all the places we like to go on our bikes. Lastly, I'd support a regional policy that cities and the county can and will cut down any plants/brush/tree limbs that grow into bike lanes or sidewalks - no more beating around the bush asking property owners to do it. If it's blocking our way through - it's getting cut down by the city/county.
356.	Provide incentives for businesses to provide safe bike racks.
357.	Seeing continued improvement here in Tumwater but why wasn't bike lane and cement continued on Linnwood another few blocks to Sapp rd? That would have made it much safer for myself and other riders I know who feel that same way about bike safety on the streets.
358.	We went to St. George/Washington in Utah to visit family and that city had a great bike network. The bike lanes were separate from car lines, they had specific tunnels for bikes dor busy intersections/crossings and wooden bridges over waterways. My spouse and I kept saying to each other how nice it would be if our city would do something like this. Maybe consider some of that cities best practices? We rode bikes for an entire day and only once did i feel concern for my safety.
359.	Please fix the hazardous ruts and tree branch bumps on the Yelm-Rainier-Tenino Trail.
	Please add benches for resting on the Yelm-Rainier-Tenino Trail.
	Please create a safe biking trail through Yelm.
360.	Biking through Olympia going east to west and vice versa on State and 4th streets is very unsafe in the downtown area. I would suggest making it clear that bicycles can also share the road by painting the "Share the road with bikes" on the streets and having signs indicating that bikes are OK on the street.

#	COMMENT
	Also, I have seen that in Japan when there is a bike lane the adjoining stripe is painted green. Can we do that here?
	Lastly, I think Thurston County's rural areas are a great place to ride bikes. Can we get the economic development people to make this a destination for out of town bikers. Promoting Capital forest as a mountain bike destination would also provide economic benefits to our community.
361.	Go to schools and ask kids directly about what they'd like their transportation world to look like - all ages of kids.
	Go to senior living places and do the same !
362.	Continue asking for input. Thanks.
363.	security cameras with bike storage/ racks have to be at destinations!
364.	A bicycling network should exist that maps routes that are not competing for space with cars. The existing paved county trails (Chehalis Western, Woodland, Karen Frasier, etc.) provide a direct and convenient "freeway" for bicyclists to traverse the county. Safer and easier access to these trails from neighborhoods and consideration for general north/south and east/west connectivity could expand the trail network to be more useful while also reducing the need to ride bicycles where cars drive over 25 mph. A question that is in my mind when cycling: "Would I feel safe letting my young children ride their bikes here?" is a good litmus test for adequate cycling infrastructure safety. If my kids don't feel safe doing it, then what hope will they have to ride regularly for transportation when they get older? "If you build it, they will come!"
365.	Build out the trail network and make it connect (spoke and wheel?) to create loop options. Don't make "bike routes" that zigzag to prioritize giving cars the best route while deflecting cyclists to inefficient piecemeal options. Don't have bike lanes that just end right as traffic gets tight (such as on State)— make lanes continuous. Make it more apparent to drivers that they are required to yield to bikes in the crosswalk. Make it easier for a cyclist to trigger a traffic light to cycle to green.
366.	I find myself in unsafe riding conditions most often when using Google maps to help me navigate my trips. I'll be on one side of town with great bike lanes that suddenly dump me onto a rural road with no shoulder. Please fill in the gaps.
367.	Extending the Woodland Trail east from the current dead end to at least Marvin Rd would greatly expand trail access and connectivity.
368.	Better connectivity, install "slow" streets (Capitol Blvd is 25 mph but cars are going 35 mph), direct cars to less bikes streets, install physical barriers or separate bike lanes. Separate bike lanes should be Identified to best get riders from neighborhoods to downtown, bus, schools and local shopping. Provide incentive for high schoolers to bike even after getting car license. Perhaps reduce high school PKG lot sizes. Get planners to bike throughout county to plan and design as a commuting cyclist. Current bike lanes are disconnected and seem like an afterthought to fulfill funding conditions.
369.	Improving biking infrastructure should be a high priority for all jurisdictions for the obvious reasons - safety, health, GHG reduction benefits, and overall quality of life.
	I have often encountered out of county cyclist who come here because of the bike opportunities. I think that more promotion of our current and future biking options by the tourism and economic development organizations should also be a priority.
370.	Educate car drivers about bicycle safety. Enforce traffic laws, especially related to distracted driving.
371.	Build the Deschutes Valley Trail soon!
372.	-Street sweep the bike lanes before May!
	-Safer way to cross the deschutes, I ride from Olympia to Tumwater and have to take the lane over the bridge on Henderson

COMMENT

-a bike lane on Capital

-a better connection from the trail that tunnels under Sleater-Kinney to get across college street on 3rd avenue

- maintain the I-5 bike trail

-finish the woodland trail to Marvin road (union mills)

373. More bike racks are needed near popular shopping and dining areas. Often I have to use a handrail to lock to and that's weird.

Yelm hwy (and similar roads) should have protected bike lanes, it's very scary riding on that road next to very fast traffic with just a white line separating.

374. I love A who helps with bike training I. Schools. They are a dedicated professional approachable person who focuses getting bicycles to kids who wouldn't otherwise be able to cycle. I am 100% behind this program.

375. Providing lighting on the Chehalis Western and Woodland creek trails would vastly improve sense of safety and security. I propose the city invest in trail lighting to improve visibility and reduce presence of people carrying weapons or sleeping alongside the trail. This would especially help during the long dark winter months.

376. It would be nice if there were some type of alert system about road construction along popular bike routes that people could subscribe to. A lot of the construction going on now is limiting the roads that are safe to ride on, and I only know about it from having driven past.

377. I love biking instead of driving, and would be really excited to switch out more of my commute drives for riding.

The thing that deters me the most is the drastic increase in unsafe driving behavior over the last few years. I was hit by a car this year while commuting home from work and it resulted in a broken arm, but well before that I'd noticed that it felt like I had a close call with an inattentive driver nearly every time I rode, even when I mostly ride a trail to work. I'm an incredibly cautious cyclist, I wear a full set of reflective gear most times I ride, it doesn't seem to help much.

That unsafe driving behavior is 100% of the reason that my partner isn't interested in replacing their commute trips with cycling. Better traffic enforcement would help make our roads safer for all users.

378. If possible, I'd like to see more bike/walk paths instead of bike lanes on roads

379. Please make bicycling safer in Thurston county. So many people want to bike more but are deterred by the lack of safe roads , especially for children. We need more bike lanes with physical barriers to keep us safe from distracted/speeding/reckless/aggressive drivers.

380. There are a lot of businesses without bike racks!! Why!! Plus many who do instal bike racks don't seem to be familiar with how they are used. They are installed too close to a wall for example, where the bike gets crowded out. Even the City installing that new rack at Watershed park butted it up against the uneven terrain and weeds, instead of giving good clearance around the whole thing which is needed to place the bike and access your bags on the back etc

381. Share the road signs should be huge electronic attention grabbers placed on non bike lane road areas like college, henderson(bridge approach) and rural thoroughfares like 93rd where heavy traffic makes drivers feel they should not be inconvenienced by cyclists. Also, some sort of collective buying coop for expensive goretex rain gear might encourage more sunny weather only riders to risk a shower during their ride.

382. West Olympia is difficult to navigate by bike. Cooper point black lake intersection. Biking to Yelm from hawks prairie is difficult.

#	COMMENT
	Disappointed in new bike corridor project. Was hoping for a better way to get from east to west Olympia without a detour.
383.	I would like to see better enforcement of speed limits and unsafe driving in Olympia. In my 10years living here I have never seen anyone pulled over by a police officer for speeding or unsafe driving habits.
384.	There needs to be a safe route connecting Chehalis Western north trailhead to Fish Trap Loop
385.	Thank you for promoting bicycling and keep everyone safe!
386.	Comment - The effort to remove vagrancy from segments of the trail network is greatly appreciated. That's what drove myself away from bicycle commuting over these last four years or so. Witnessing the 'cleanup' efforts makes me consider resuming my prior commuter behavior, although now I've become a comfortable lazy single-occupancy-vehicle commuter.
387.	Education for motor vehicle drivers is very important. Many people do not know how to drive near cyclists. They also don't recognize a hand signal. Drivers do not know the rights of cyclists and that makes cycling less safe and less pleasant.
	When there is a crash, the driver needs to be cited if they did not follow the law. That doesn't seem to happen. We should try to create safe roadways so that crashes do not happen but when they do, the offending driver needs to be cited.
	Making more non-street connections can shorten trips and keep cyclist off of busier streets these short cuts can make a difference for a commute or practical trip. These connections can also provide access to trails for more people. Trails and non-street bike/ped connections should be included in this study of routes.
388.	Connect McAllister Grove Park to Woodland Community Park trail by converting unused railroad to bike path.
	Under or overpasses should be considered for the busiest crossings
389.	Increase routes where bikes and vehicles have limited interactions. Increase bike lanes and visibility, a barrier is not a bad idea but understandably expensive. Get better at maintaining the current bike pathways, so expanding isn't as big of an issue. Make navigation on bikes easier, using maps on a phone while riding is incredibly dangerous.
390.	Better roundabouts.
	Secure parking at businesses.
391.	1. Busy roundabouts often feel dangerous on a bike when the bike lane disappears just before the roundabout.
	2. Would love to extend Woodland Trail further east towards Union Mills.
392.	The more bicycle infrastructure (paved trails, protected bicycle lanes, covered bicycle-parking shelters, etc.) the better!! 🙌🚲🙌
393.	Stop building roundabouts, these are inherently unfriendly to pedestrians and cyclists. Improve bike infrastructure on major roads, and make that infrastructure physically separate from cars. Have more enforcement, whether more police, or have cameras.
394.	Thanks for considering public input on this topic.
395.	Get a crossing east west through Tumwater in the area of Custer Way.
	Connect Black Lake or Bellmore with a safe cycling corridor so a person can access South County.
	A safe access from Case rd rural transit route to Dnr Lands at Mima and cap forest access points.

#	COMMENT
	Wider shoulder on Martin Way down to Nisqually so a person can ride a bike there after getting off the 62A up at Deuterrow.
396.	I've cycled in Europe. Modeling our cycling infrastructure after any European nation's would be a phenomenal improvement.
397.	Continue to maintain bicycle lanes by sweeping debris and fixing potholes.
398.	Olympia is fantastic place to bike. You are doing a great job but there are always areas for improvement. This survey was filled out with that in mind.
399.	Repurpose areas where there are parallel parking spots on both sides of the street and no bike lane ie. State Ave through downtown. It seems absurd that there is not a continuous bike lane through downtown. Add more regular patrols on the bike paths because there is often folks who seem potentially dangerous particularly for vulnerable folks and I think that makes some people avoid our trail systems.
400.	More motorist education and enforcement at key intersections, roads and roundabouts please.
401.	More education for drivers about laws regarding bicycles (ie signage about 3 feet of space to pass, PSAs about Safety Stop Law).
	More leading bicycle/pedestrian intervals at traffic lights, or better yet, bicycle signals (especially at intersections where the light won't change for a bicycle).