

WASHINGTON



Palouse to Cascades State Park Trail in Washington | Photo by Andrew Squirrel

ROUTE

The Washington section of the Great American Rail-Trail begins with the Palouse to Cascades State Park Trail, formerly known as the John Wayne Pioneer Trail, which travels more than 220 miles from the Idaho–Washington state line west to the community of Cedar Falls, Washington. The Great American Rail-Trail will connect into King County’s extensive trail network. The trail will continue across Puget Sound via ferry to connect to the Sound to Olympics Trail and Olympic Discovery Trail on the Olympic Peninsula.

TABLE 26 GREAT AMERICAN RAIL-TRAIL MILEAGE IN WASHINGTON

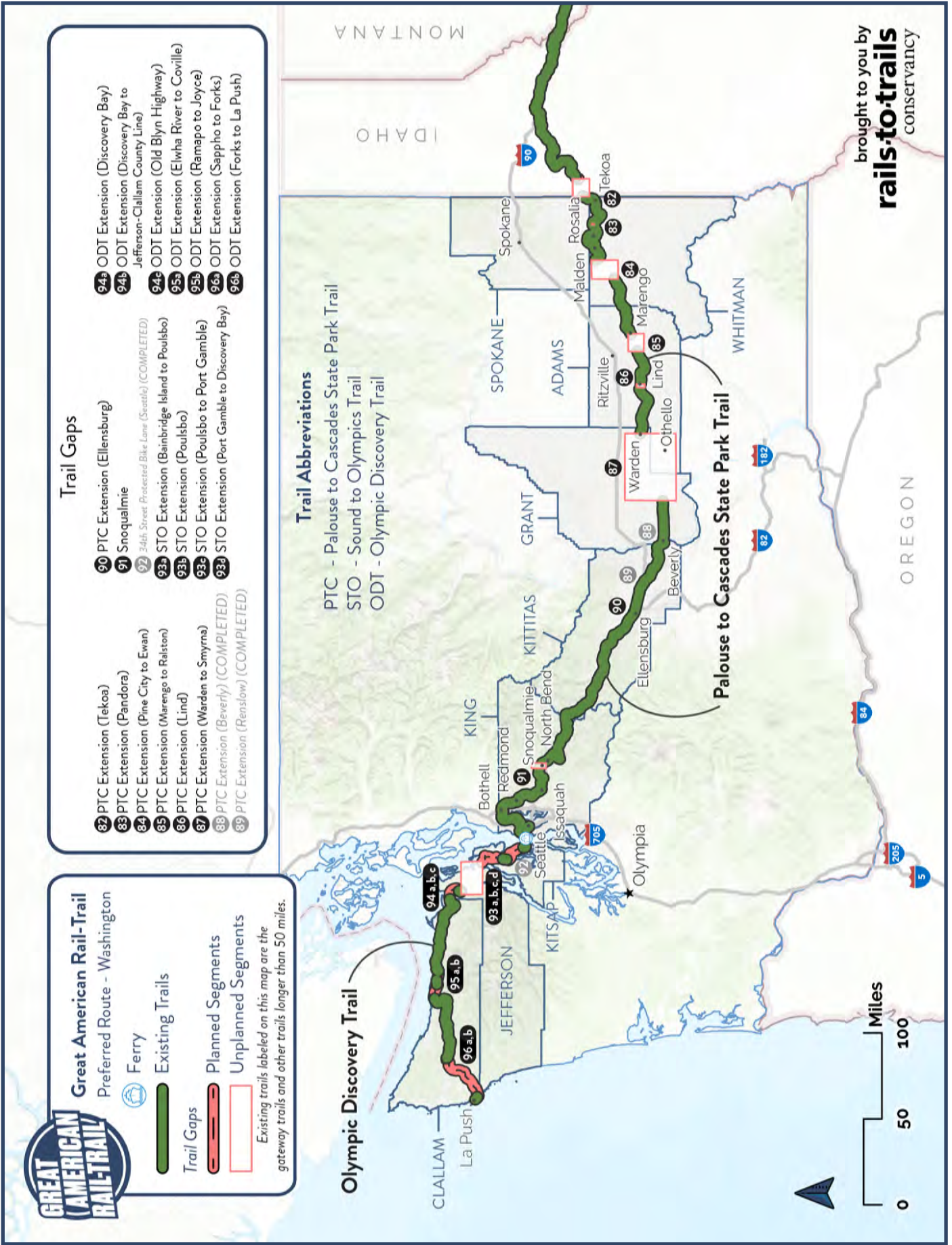
Total Great American Rail-Trail Existing Trail Miles in Wash. (% of Total State Mileage)	377.7 (68.2%)
Total Great American Rail-Trail Trail Gap Miles in Wash. (% of Total State Mileage)	176.4 (31.8%)
Total Trail Gaps in Wash.	12
Total Great American Rail-Trail Miles in Wash.	554.1

TABLE 27 GREAT AMERICAN RAIL-TRAIL ROUTE THROUGH WASHINGTON

Existing Trail or Trail Gap Name	Length in Wash. Along Great American Rail-Trail (in Miles)	Existing Trail or Trail Gap Name	Length in Wash. Along Great American Rail-Trail (in Miles)
Palouse to Cascades State Park Trail (Idaho–Wash. State Line to Tekoa)	5.3	Fremont Bridge	0.2
TRAIL GAP 82 – Palouse to Cascades State Park Trail Extension (Tekoa)	1.7	Ship Canal Trail	1.9
Palouse to Cascades State Park Trail (Tekoa to Pandora)	10.8	Interbay Protected Bike Lane	1.2
TRAIL GAP 83 – Palouse to Cascades State Park Trail Extension (Pandora)	0.4	Elliott Bay Trail	2.5
Palouse to Cascades State Park Trail (Pandora to Pine City)	23.0	Seattle Waterfront Pathway	1.3
TRAIL GAP 84 – Palouse to Cascades State Park Trail Extension (Pine City to Ewan)	16.8	Ferry Across Puget Sound	-
Palouse to Cascades State Park Trail (Ewan to Marengo)	24.8	Sound to Olympics Trail (Bainbridge Island)	1.0
TRAIL GAP 85 – Palouse to Cascades State Park Trail Extension (Marengo to Ralston)	24.3	TRAIL GAP 93a – Sound to Olympics Trail Extension (Bainbridge Island to Poulsbo)	10.1
Palouse to Cascades State Park Trail (Ralston to Lind)	14.6	Sound to Olympics Trail (Poulsbo 1)	0.3
TRAIL GAP 86 – Palouse to Cascades State Park Trail Extension (Lind)	1.8	TRAIL GAP 93b – Sound to Olympics Trail Extension (Poulsbo)	0.8
Palouse to Cascades State Park Trail (Lind to Warden)	20.5	Sound to Olympics Trail (Poulsbo 2)	0.4
TRAIL GAP 87 – Palouse to Cascades State Park Trail Extension (Warden to Smyrna)	37.8	TRAIL GAP 93c – Sound to Olympics Trail Extension (Poulsbo to Port Gamble)	12.2
Palouse to Cascades State Park Trail (Smyrna to Beverly)	16.6	TRAIL GAP 93d – Sound to Olympics Trail Extension (Port Gamble to Discovery Bay)	20.0
TRAIL GAP 88 – Palouse to Cascades State Park Trail Extension (Beverly) COMPLETED	-	TRAIL GAP 94a – Olympic Discovery Trail Extension (Discovery Bay)	0.4
Palouse to Cascades State Park Trail (Beverly to Ellensburg)	33.6	Olympic Discovery Trail (Discovery Bay)	0.7
TRAIL GAP 89 – Palouse to Cascades State Park Trail Extension (Renslow) COMPLETED	-	TRAIL GAP 94b – Olympic Discovery Trail Extension (Discovery Bay to Jefferson–Clallam County Line)	7.3
TRAIL GAP 90 – Palouse to Cascades State Park Trail Extension (Ellensburg)	1.1	Olympic Discovery Trail (Jefferson–Clallam County Line to Old Blyn Highway)	1.8
Palouse to Cascades State Park Trail (Ellensburg to Cedar Falls)	81.5	TRAIL GAP 94c – Olympic Discovery Trail Extension (Old Blyn Highway)	0.8
Snoqualmie Valley Trail	14.0	Olympic Discovery Trail (Blyn Road to Elwha River)	35.0
TRAIL GAP 91 – Snoqualmie	7.4	TRAIL GAP 95a – Olympic Discovery Trail Extension (Elwha River to Coville)	4.0
Preston-Snoqualmie Trail	6.8	Olympic Discovery Trail (Coville to Ramapo)	1.8
Issaquah-Preston Trail	5.1	TRAIL GAP 95b – Olympic Discovery Trail Extension (Ramapo to Joyce)	6.5
East Lake Sammamish Trail	9.8	Olympic Discovery Trail (Joyce to Sappho)	34.7
Marymoor Connector Trail	1.5	TRAIL GAP 96a – Olympic Discovery Trail Extension (Sappho to Forks)	11.0
Sammamish River Trail	10.1	TRAIL GAP 96b – Olympic Discovery Trail Extension (Forks to La Push)	12.0
Burke-Gilman Trail	15.1	Olympic Discovery Trail (La Push)	1.5
34th Street Protected Bike Lane (formerly Trail Gap 92)	0.3	Total Miles	554.1
		<i>Existing Trail Miles</i>	<i>377.7</i>
		<i>Trail Gap Miles</i>	<i>176.4</i>

GREAT AMERICAN RAIL-TRAIL ROUTE ASSESSMENT 2022

MAP 13: WASHINGTON



GREAT AMERICAN RAIL-TRAIL ROUTE ASSESSMENT WASHINGTON

PALOUSE TO CASCADES STATE PARK TRAIL

Total Length (in Miles)	230.1
Total Length Along Great American Rail-Trail in Wash. (in Miles)	230.1
Trail Type	Rail-trail
Surface Type	Ballast, crushed stone, sand
Trail Manager	Washington State Department of Natural Resources, Washington State Parks and Recreation Commission (Washington State Parks)
Website	<ul style="list-style-type: none"> · parks.state.wa.us/521/palouse-to-cascades · palousetocascadestrail.org
TrailLink Map	traillink.com/trail/palouse-to-cascades-state-park-trail

The Palouse to Cascades State Park Trail (formerly known as the John Wayne Pioneer Trail) travels across Washington from the Idaho–Washington state line to Cedar Falls, Washington, and is one of the longest rail-trail conversions in the United States. The trail follows the corridor of the Chicago, Milwaukee, St. Paul and Pacific Railroad (the Milwaukee Road), which was completed in 1909. By 1980, the railroad had ceased operations on the right-of-way. The state of Washington acquired most of the corridor and has developed it into the 230-mile trail that exists today. The Palouse to Cascades State Park Trail is currently divided into eight segments of existing trail with seven gaps between them:

Segment 1 – 5.3 miles between the Idaho–Washington state line and Tekoa, Washington

Segment 2 – 10.8 miles between Tekoa and Pandora

Segment 3 – 23.0 miles between Pandora and Pine City

Segment 4 – 24.8 miles between Ewan and Marengo

Segment 5 – 14.6 miles between Ralston and Lind

Segment 6 – 20.5 miles between Lind and Warden

Segment 7 – 50.2 miles between Smyrna and Ellensburg

Segment 8 – 81.5 miles between Ellensburg and Cedar Falls

Washington State Parks and the Washington State Department of Natural Resources are tasked with the difficult job of operating and maintaining this long-distance trail. The length and primitive conditions of most of the trail make ongoing maintenance a challenge, and available statewide funds have not been sufficient to date on an annual basis.

Washington State Parks does its best to keep the trail maintained and continues to seek funding to maintain the trail, upgrade its condition and close the remaining gaps in the trail. Washington State Parks intends to continue seeking additional funding for similar work, as well as several of the projects described below in the seven remaining trail gaps.

There are several small gaps in Washington State Parks ownership along the Palouse to Cascades State Park Trail that are not identified in the trail gaps noted below. Trail users should be aware and follow all signage and use appropriate detours where provided.

TRAIL GAP 82 – PALOUSE TO CASCADES STATE PARK TRAIL EXTENSION (TEKOA)

The Palouse to Cascades State Park Trail currently bypasses the Tekoa Trestle, a 975-foot-long bridge that formerly carried the Milwaukee Road line across Hangman Creek, Poplar Street and Railroad Avenue in the town of Tekoa. The trestle was never opened to the public for walking, bicycle or equestrian use following the abandonment of the Milwaukee Road line in the 1980s. Trail users currently need to traverse several roads with limited to no shoulder, with an added distance of about one-third of a mile.

The Tekoa Trestle will be reopened in 2022 through a project that adds concrete decking to the steel railroad trestle, installs safety railings, makes minor structural repairs, adds interpretive and directional signage, and resurfaces a portion of the trail as it approaches the trestle. This trail gap is estimated at around 1.7 miles.

TRAIL GAP 83 – PALOUSE TO CASCADES STATE PARK TRAIL EXTENSION (PANDORA)

The Milwaukee Road formerly crossed Wilhelm Road around the community of Pandora at a bridge that has since been removed. Trail users currently need to take a brief 0.4-mile on-road detour from Wilhelm Road to Pandora Road, where the trail reconnects and continues westward. The state should consider rebuilding this bridge in the future, though this should remain a low priority compared to other more significant gaps in the trail system. In the meantime, signage should be added at the detour to confirm that the trail continues along Pandora Road and reconnects on the western side.

TRAIL GAP 84 – PALOUSE TO CASCADES STATE PARK TRAIL EXTENSION (PINE CITY TO EWAN)

The former Milwaukee Road corridor traveled southwest between the Washington communities of Pine City and Ewan via the shores of Rock Lake. The state owns the northern section of the former rail line, but when the rail line was abandoned, private property owners purchased some mileage of the former rail line that abutted Rock Lake along a section that provides the only direct beach access to the lake. Initial discussions on

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continuing the trail along Rock Lake were not successful, and currently, the Palouse to Cascades State Park Trail takes a 16.8-mile interim on-road connector from Pine City to Ewan. The state of Washington should continue negotiating with private landowners to find ways to reconnect the trail along Rock Lake to provide a safe, off-street trail opportunity.

TRAIL GAP 85 – PALOUSE TO CASCADES STATE PARK TRAIL EXTENSION (MARENGO TO RALSTON)

There is a 24.3-mile gap in the Palouse to Cascades State Park Trail between the unincorporated Adams County communities of Marengo and Ralston because of the removal of the Cow Creek Trestle. The trestle spanned the 1,800-foot Cow Creek Valley in Adams County. The old bridge footings are still visible, and a new bridge could be constructed to replace the former bridge. Currently, trail users wishing to travel the length of the Palouse to Cascades State Park Trail must take a significant interim on-road connector from Marengo to Ralston, heading north on North Marengo Road and following county roads through farmland and the city of Ritzville down to Ralston. A new bridge over Cow Creek would cut down the length of this voyage by half and provide views of the beautiful Cow Creek Valley.

TRAIL GAP 86 – PALOUSE TO CASCADES STATE PARK TRAIL EXTENSION (LIND)

A missing bridge over a creek and an active BNSF Railway rail line just west of the town of Lind created a 1.8-mile gap along the Palouse to Cascades State Park Trail. There is an on-road detour that travels through the center of Lind, allowing trail users to experience the town and visit its stores and restaurants. Rebuilding this bridge is not high on the list of priorities for Washington State Parks given the reasonably direct detour through Lind, though this missing bridge should be revisited once the higher priority items are completed and trail usage picks up in this part of Washington.

TRAIL GAP 87 – PALOUSE TO CASCADES STATE PARK TRAIL EXTENSION (WARDEN TO SMYRNA)

The largest gap in the Palouse to Cascades State Park Trail—37.8 miles—lies between the city of Warden and the unincorporated community of Smyrna. This section skirts the Columbia National Wildlife Refuge and travels through the city of Othello. The section of rail line between Warden and Othello remains active, providing train car storage for the Columbia Basin Railroad. The remainder of the section is part of the abandoned Milwaukee Road corridor and could be completed to help reduce the gap. Creative solutions that include the rail line and highway rights-of-way between Warden and Othello should be considered to help fully close this large gap in the trail.

~~TRAIL GAP 88 – PALOUSE TO CASCADES STATE PARK TRAIL EXTENSION (BEVERLY)~~ COMPLETED

Trail Gap 88 is now a completed trail segment as part of the Palouse to Cascades State Park Trail, with plans to open the Beverly Bridge to trail users in the spring of 2022.

~~TRAIL GAP 89 – PALOUSE TO CASCADES STATE PARK TRAIL EXTENSION (RENSLOW)~~ COMPLETED

Trail Gap 89 is now a completed trail segment as part of the Palouse to Cascades State Park Trail with the opening of the Renslow Trestle to trail users in the spring of 2021.

TRAIL GAP 90 – PALOUSE TO CASCADES STATE PARK TRAIL EXTENSION (ELLENSBURG)

As the Milwaukee Road continued westward, it passed through the city of Ellensburg, which is now home to the final trail gap in the Palouse to Cascades State Park Trail. The trail is missing a 1.1-mile segment that travels through the campus of Central Washington University (CWU). According to the 2008 City of Ellensburg Nonmotorized Transportation Plan, the “railroad right-of-way historically passed through the middle of the CWU campus but was interrupted by new construction and the removal of a trestle.”

The opportunity to complete the trail on the former rail corridor is no longer available, but Ellensburg and CWU have a plan to reconnect the trail using two alternatives. The Nonmotorized Transportation Plan highlights the Ellensburg Greenbelt Trail (also known as the John Wayne Pioneer Trail reconnection route), a 6-mile trail that will bypass CWU and central Ellensburg. The plan states that “surfacing includes both paved and unpaved surfaces to accommodate a diversity of users.”

CWU also intends to complete a connection by widening existing sidewalks along the Ellensburg Water Company’s waterway that travels through the center of its campus. Trail users who want a direct route through Ellensburg will be encouraged to use this option, and RTC’s official mapping of the Great American Rail-Trail will show this as the main corridor to accommodate the criteria of having a reasonably direct route.

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SNOQUALMIE VALLEY TRAIL

Total Length (in Miles)	31.3
Total Length Along Great American Rail-Trail in Wash. (in Miles)	14.0
Trail Type	Rail-trail
Surface Type	Ballast, gravel
Trail Manager	King County Parks & Recreation
Website	kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/svt.aspx
TrailLink Map	traillink.com/trail/snoqualmie-valley-trail

The 31.3-mile, packed gravel Snoqualmie Valley Trail follows an extension of the Milwaukee Road that linked the city of Everett in the north to the main line heading from east to west over the Cascades, where the Palouse to Cascades State Park Trail lies today. The western extent of the Palouse to Cascades State Park Trail connects to the Snoqualmie Valley Trail in Cedar Falls at the Rattlesnake Lake Recreation Area, where there is a well-used trailhead that accommodates trail users and visitors at Rattlesnake Lake. The Snoqualmie Valley Trail will host the Great American Rail-Trail for approximately 14 miles between Cedar Falls and Snoqualmie, from which point the trail will head northwest toward Seattle. Heading north from Rattlesnake Lake through the city of North Bend, the trail has views of Mount Si to the east.

TRAIL GAP 91 – SNOQUALMIE

Two options take trail users in and around the city of Snoqualmie, one on each side of the Snoqualmie River. The Snoqualmie Valley Trail continues north on the east side of the Snoqualmie River. However, the Great American Rail-Trail will need to head west from Snoqualmie toward the Preston-Snoqualmie Trail. There is not a perfect connection into the Preston-Snoqualmie Trail heading westward from Snoqualmie due to the mighty Snoqualmie Falls and the presence of the origin lands of the Snoqualmie Tribe.

The city of Snoqualmie is working on the Snoqualmie Riverwalk on the banks of the river, which would connect people into town on the west side of the river, while the Snoqualmie Ridge trail along the Snoqualmie Parkway could take users westward. However, a 7.4-mile connection is needed to meet with the Preston-Snoqualmie Trail. Local officials have pursued a connection through Snoqualmie for many years. Hopefully, the momentum behind the Great American Rail-Trail can help King County and the city of Snoqualmie find a creative solution.

PRESTON-SNOQUALMIE TRAIL

Total Length (in Miles)	6.8
Total Length Along Great American Rail-Trail in Wash. (in Miles)	6.8
Trail Type	Rail-trail
Surface Type	Asphalt
Trail Manager	King County Parks & Recreation, Snoqualmie Parks & Recreation
Website	kingcountyparks.org/2017/02/17/trail-spot-light-preston-snoqualmie
TrailLink Map	traillink.com/trail/preston-snoqualmie-trail

The Preston-Snoqualmie Trail follows a former Seattle, Lake Shore and Eastern Railway line through the Snoqualmie Valley from Snoqualmie west to Preston. The trail is 6.8 miles long and is paved for its entirety. Its eastern end is near Snoqualmie Falls, but the trail does not extend to or across the falls. The first spot to access the Preston-Snoqualmie Trail from the east is at the Lake Alice trailhead, along Lake Alice Road. The trail snakes through the forest until it reaches the Raging River Valley, where the trail follows a slight detour down into the valley along Preston-Fall City Road and climbs back up again, due to the loss of a historical trestle bridge that once spanned this valley.

ISSAQUAH-PRESTON TRAIL

Total Length (in Miles)	5.1
Total Length Along Great American Rail-Trail in Wash. (in Miles)	5.1
Trail Type	Rail-trail
Surface Type	Asphalt, gravel
Trail Manager	City of Issaquah Parks and Recreation, King County Parks & Recreation, Washington State DOT Bike Ped Program
Website	kingcounty.gov/services/parks-recreation/parks/trails/regional-trails.aspx
TrailLink Map	traillink.com/trail/issaquah-preston-trail

The Issaquah-Preston Trail roughly follows the original route of the Seattle, Lake Shore and Eastern Railway that was purchased by Northern Pacific Railway in the late 1800s and became inactive in the early 1980s. The trail connects to the Preston-Snoqualmie Trail at the intersection of 300th Avenue Southeast and Southeast High Point Way, just north of Preston. The Issaquah-Preston Trail begins as a two-way trail on the south side of Southeast High Point Way for 0.7 mile and has an unpaved, hard-packed crushed stone surface for approximately 3.5 miles (the final mile is paved, toward the East Lake Sammamish Trail). The Issaquah-Preston Trail reaches its connection with the East Lake Sammamish Trail near 4th Avenue Northwest in the city of Issaquah.

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EAST LAKE SAMMAMISH TRAIL

Total Length (in Miles)	11.0
Total Length Along Great American Rail-Trail in Wash. (in Miles)	9.8
Trail Type	Rail-trail
Surface Type	Asphalt, crushed stone
Trail Manager	King County Parks & Recreation
Website	kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/east-lake-samm.aspx
TrailLink Map	traillink.com/trail/east-lake-sammamish-trail

The East Lake Sammamish Trail follows the corridor of a former BNSF Railway line that ceased operations in 1996. The trail was originally opened as a soft-surface interim trail and has been paved and redeveloped in segments over the years. Near its southern end, the East Lake Sammamish Trail connects to the Issaquah-Preston Trail near 4th Avenue Northwest in Issaquah. From there, the trail continues north, passing Lake Sammamish State Park and continuing along the shore of Lake Sammamish 3.2 miles before reaching the last remaining 3.6-mile unpaved gravel segment, which began construction in 2021.

The trail follows Lake Sammamish another 3 miles until it reaches Marymoor Park in the city of Redmond. Funding for the development of a trailhead with parking and restrooms in the Inglewood Hill area was approved in 2014, and construction is anticipated to be completed soon.

MARYMOOR CONNECTOR TRAIL

Total Length (in Miles)	1.5
Total Length Along Great American Rail-Trail in Wash. (in Miles)	1.5
Trail Type	Greenway
Surface Type	Asphalt
Trail Manager	King County Parks & Recreation
Website	kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/marymoor-connector.aspx
TrailLink Map	traillink.com/trail/marymoor-connector-trail

The 1.5-mile Marymoor Connector Trail provides an important link between the East Lake Sammamish Trail on the east side of Marymoor Park and the Sammamish River Trail on its west side. The trail route connects through Marymoor Park, providing a paved, completely off-street connection between these two trails. Marymoor Park provides ample parking and facilities including restrooms and water fountains.

SAMMAMISH RIVER TRAIL

Total Length (in Miles)	10.1
Total Length Along Great American Rail-Trail in Wash. (in Miles)	10.1
Trail Type	Greenway
Surface Type	Asphalt
Trail Manager	King County Parks & Recreation
Website	kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/samm-river.aspx
TrailLink Map	traillink.com/trail/sammamish-river-trail

The Sammamish River Trail is the center link of the Seattle area's locks-to-lakes corridor, which connects lakes Sammamish and Washington to the Ballard Locks via the East Lake Sammamish, Marymoor Connector, Sammamish River and Burke-Gilman trails. The majority of the Sammamish River Trail runs along a levee that was created in the 1960s when crews drained the swamps and completed the second rechanneling of the once-meandering Sammamish River. The Sammamish River Trail provides 10.1 miles of paved trail, beginning at its connection with the Marymoor Connector Trail in Marymoor Park. The trail continues north following the Sammamish River through the cities of Redmond, Woodinville and Bothell, where it connects to the Burke-Gilman Trail.

BURKE-GILMAN TRAIL

Total Length (in Miles)	18.8
Total Length Along Great American Rail-Trail in Wash. (in Miles)	15.1
Trail Type	Rail-trail
Surface Type	Asphalt
Trail Manager	King County Parks & Recreation, Seattle Parks and Recreation, University of Washington
Website	<ul style="list-style-type: none"> kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/burke-gilman.aspx seattle.gov/parks/find/parks/burke-gilman-trail
TrailLink Map	traillink.com/trail/burke-gilman-trail

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The Great American Rail-Trail picks up the Burke-Gilman Trail in Bothell. The Burke-Gilman Trail was one of the first rail-trails in the country and is a popular commuting and recreation route through Seattle. The trail was selected for RTC's Rail-Trail Hall of Fame in 2008. The trail was once part of a line of the Seattle, Lake Shore and Eastern Railway, and gets its name from the two founders of the rail line, Thomas Burke and Daniel Gilman. Heavy traffic by the logging industry sustained the line through 1963, and the corridor became inactive in 1971.

The Burke-Gilman Trail begins in Bothell and travels west, meeting the north shore of Lake Washington in the city of Kenmore and continuing along Lake Washington through the city of Lake Forest Park and into Seattle, passing through the University of Washington campus.

34TH STREET PROTECTED BIKE LANE (FORMERLY TRAIL GAP 92)

Total Length (in Miles)	0.3
Total Length Along Great American Rail-Trail in Wash. (in Miles)	0.3
Trail Type	Greenway
Surface Type	Asphalt
Trail Manager	Seattle Department of Transportation
Website	seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/n-34th-st-mobility-improvements

The Seattle Department of Transportation upgraded the existing bike lanes along North 34th Street to protected paint-and-post bike lanes in the summer of 2021. These improvements provide a safer passage between the Burke-Gilman Trail and the Fremont Bridge.

FREMONT BRIDGE

Total Length (in Miles)	0.2
Total Length Along Great American Rail-Trail in Wash. (in Miles)	0.2
Trail Type	Greenway
Surface Type	Asphalt
Trail Manager	City of Seattle
Website	seattle.gov/transportation/projects-and-programs/programs/bridges-stairs-and-other-structures/bridges

The Fremont Bridge was opened in 1917 over the Lake Washington Ship Canal. Non-motorized users can travel on separated sidewalks on either side of the bridge, which is also a drawbridge that frequently opens to accommodate vessels underneath.

SHIP CANAL TRAIL

Total Length (in Miles)	1.9
Total Length Along Great American Rail-Trail in Wash. (in Miles)	1.9
Trail Type	Rail-trail
Surface Type	Asphalt
Trail Manager	City of Seattle
Website	seattle.gov/parks/find/hiking-and-trails
TrailLink Map	traillink.com/trail/ship-canal-trail

Across the waterway from the Burke-Gilman Trail, the Ship Canal Trail runs along the southern edge of the Lake Washington Ship Canal near Seattle Pacific University.

INTERBAY PROTECTED BIKE LANE

Total Length (in Miles)	1.2
Total Length Along Great American Rail-Trail in Wash. (in Miles)	1.2
Trail Type	Greenway
Surface Type	Asphalt
Trail Manager	City of Seattle
Website	seattle.gov/transportation/projects-and-programs/programs/bike-program/trails-upgrade-plan/interbay-trail-connections-project

The Interbay Protected Bike Lane project redesigned West Emerson Place, Gilman Avenue West and 20th Avenue West to include protected bike lanes and more intuitive and comfortable intersections. The project added bike lanes on the north and east sides of the streets, creating a protected connection between the Ship Canal Trail and the Elliott Bay Trail. This project was given high priority in the most recent update to Seattle's Bicycle Master Plan because it completes a large segment of the active transportation network the city is building to serve people of all ages and abilities.

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ELLIOTT BAY TRAIL

Total Length (in Miles)	3.4
Total Length Along Great American Rail-Trail in Wash. (in Miles)	2.5
Trail Type	Rail-trail
Surface Type	Asphalt
Trail Manager	City of Seattle
Website	seattle.gov/parks/find/hiking-and-trails
TrailLink Map	traillink.com/trail/elliott-bay-trail-(terminal-91-bike-path)

The Elliott Bay Trail, also known as the Terminal 91 Bike Path, connects the Interbay Protected Bike Lane to the Seattle Waterfront Pathway. The western portion of trail skirts a rail yard and crosses under the Magnolia Bridge in two places to reach Elliott Bay. Heading east, the trail follows Elliott Bay to its terminus at Alaskan Way.

SEATTLE WATERFRONT PATHWAY

Total Length (in Miles)	2.0
Total Length Along Great American Rail-Trail in Wash. (in Miles)	1.3
Trail Type	Rail-trail
Surface Type	Asphalt
Trail Manager	City of Seattle
Website	seattle.gov/parks/find/hiking-and-trails
TrailLink Map	traillink.com/trail/seattle-waterfront-pathway

The highly urban Seattle Waterfront Pathway is a continuation of the Elliott Bay Trail that heads south on a route connecting Broad Street and South Royal Brougham Way. The trail parallels Alaskan Way along Elliott Bay. Those following the Great American Rail-Trail will continue to the Seattle to Bainbridge ferry at the Seattle Ferry Terminal (which is under major construction until 2023).

FERRY ACROSS PUGET SOUND

The Seattle to Bainbridge ferry, provided by the Washington State Department of Transportation, departs roughly 20 times per day, connecting Seattle and Bainbridge Island across Puget Sound. While there is a fee for walk-on passengers and bicycle riders from Seattle to Bainbridge Island (with an additional \$1 bicycle surcharge), the route from Bainbridge Island to Seattle only charges for automobiles (walk-on passengers and bicycle riders can ride for free).

SOUND TO OLYMPICS TRAIL

Total Length (in Miles)	1.7
Total Length Along Great American Rail-Trail in Wash. (in Miles)	1.7
Trail Type	Greenway
Surface Type	Asphalt
Trail Manager	City of Bainbridge Island, Kitsap County
Website	northkitsaptrails.org/copy-of-regional-trails
TrailLink Map	traillink.com/trail/sound-to-olympics-trail-

When complete, the Sound to Olympics Trail will extend across Kitsap County to link two Washington State regional trail systems: the Mountains to Sound Greenway and the Olympic Discovery Trail. Today, three disconnected segments exist. One follows the first mile of state Route 305 in Bainbridge Island, stretching from the tip of the Winslow Ferry Terminal, which was completed in 2018, up to High School Road Northeast. Two smaller segments totaling 0.7 mile can be found in the city of Poulsbo. Trail gaps along these developed segments total 43.1 miles, and are described in Trail Gaps 93a–93d, below.

TRAIL GAP 93a – SOUND TO OLYMPICS TRAIL EXTENSION (BAINBRIDGE ISLAND TO POULSBO)

Plans are in place to extend the Sound to Olympics Trail 10.1 miles north from its current northern terminus at High School Road Northeast. Some funding has already been acquired for this portion of the project. The trail will follow state Route 305 to the extent possible along a parallel path. A separated crossing at the Agate Pass Bridge, which connects Bainbridge Island to the Kitsap Peninsula, should also be considered to accommodate the narrow passage.

The route of the Sound to Olympics Trail will continue to follow state Route 305 to the first roundabout in Poulsbo at Johnson Road Northeast, where an underpass is proposed to help trail users safely navigate the interchange. Construction is slated for completion in 2022. At Johnson Road Northeast, the trail will head north along Noll Road Northeast, where an existing portion of the trail adjacent to Poulsbo Elementary and Poulsbo Middle School has already been completed.

TRAIL GAP 93b – SOUND TO OLYMPICS TRAIL EXTENSION (POULSBO)

A proposed extension of the Sound to Olympics Trail would connect the two existing sections in Poulsbo along Noll Road Northeast and Langaunet Lane Northeast to Northeast Lincoln Road for approximately 0.8 mile.

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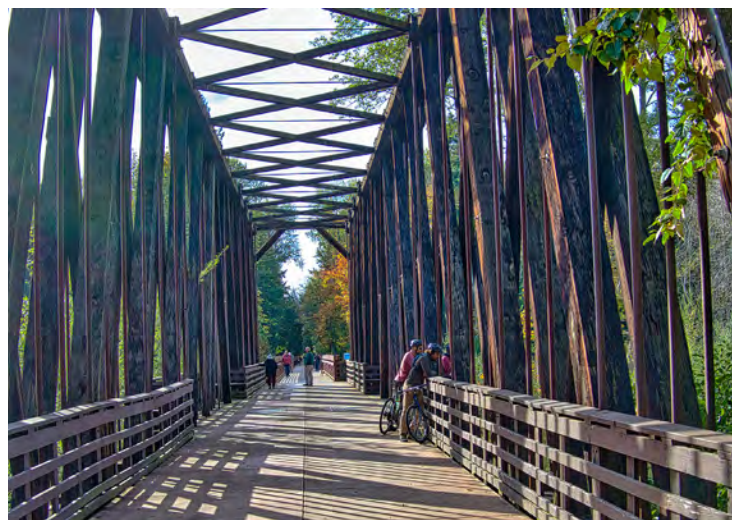
TRAIL GAP 93c – SOUND TO OLYMPICS TRAIL EXTENSION (POULSBO TO PORT GAMBLE)

A proposed extension of the Sound to Olympics Trail would continue 12.2 miles north to and through the town of Port Gamble. The trail would travel north along Stottlemeyer Road Northeast until Port Gamble Forest Heritage Park and a recently announced planned expansion (the Port Gamble Upland Block). Several routes through the Upland Block along existing roads and trails have been considered, and a preferred route connects to the historic Port Gamble site just east of the Hood Canal Floating Bridge.

Kitsap Public Facilities District allocated \$1.7 million in early 2020 for several park and trail development projects, including engineering for the northern sections of the Sound to Olympics Trail in Port Gamble and for the design, permitting and construction of a trailhead at a southern park entrance on Stottlemeyer Road Northeast. This portion of the project is planned to be completed in 2023 and can set the stage for future funding and work to be completed.

TRAIL GAP 93d – SOUND TO OLYMPICS TRAIL EXTENSION (PORT GAMBLE TO DISCOVERY BAY)

On the northwestern side of the Hood Canal Floating Bridge, an exact trail alignment is not yet determined through Jefferson County to connect the 20-mile gap to the Olympic Discovery Trail at Discovery Bay. Jefferson County has large swaths of timberland owned by one large company, which could be instrumental in providing a scenic route to make this trail connection. Several groups are collaborating on an economic development study of the area, and a trail concept is on the agenda for review.



*The Dungeness River Bridge along the Olympic Discovery Trail |
Photo by Kevin Belanger*

OLYMPIC DISCOVERY TRAIL

Total Length (in Miles)	82.8
Total Length Along Great American Rail-Trail in Wash. (in Miles)	75.5
Trail Type	Greenway, rail-trail
Surface Type	Asphalt, crushed stone, dirt
Trail Manager	City of Port Angeles, City of Port Townsend, City of Sequim, Clallam County, Jamestown S’Klallam Tribe, Jefferson County, Olympic National Forest, Olympic National Park, Peninsula Trails Coalition, Washington DNR, Washington DOT, Washington State Parks
Website	olympicdiscoverytrail.org
TrailLink Map	traillink.com/trail/olympic-discovery-trail

The developing Olympic Discovery Trail (ODT) is locally regarded to have four segments between Port Townsend and La Push on the Pacific Coast. The first of these ODT segments, between Port Townsend and Discovery Bay, is part of the Pacific Northwest National Scenic Trail. While not an official portion of the Great American Rail-Trail, it provides a valuable connection to the city of Port Townsend. For the purposes of this assessment, three ODT segments are incorporated to the Great American Rail-Trail, starting at Discovery Bay.

Gaps, or ODT extensions, included in these three segments are described in Trail Gaps 94–96, below. The combined mileage of these gaps—42.0 miles—is not included in the indicated 75.5 miles of existing ODT trail along the Great American Rail-Trail.

Segment 1 – ODT (Discovery Bay to Diamond Point Road Trailhead):

This rural segment, which is approximately 8.5 miles, begins at the yet-to-be-determined junction where the ODT, extending south from Port Townsend to arrive at Discovery Bay, will be joined by the Sound to Olympics Trail coming from the east. From the Discovery Bay junction westward to the trailhead at Diamond Point Road and U.S. 101/Olympic Highway (roughly the boundary between Jefferson and Clallam counties), the trail is currently routed along low-volume side roads (primarily remnants of a former state highway known locally as Old Gardiner Road) and the road shoulder of U.S. 101/Olympic Highway. There is only one 0.7-mile section of paved, separated trail paralleling the shoreline of Discovery Bay. In addition, at the western end of this segment, there is an approximately 600-foot off-road gap immediately east of the Diamond Point Road trailhead.

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Segment 2 – ODT (Diamond Point Road Trailhead to Elwha River):

This segment of trail is about 37 miles in length between the trailhead at Diamond Point Road near the Jefferson–Clallam county line and the Elwha River Bridge trail crossing. The trail route in this segment is mostly complete and characterized by paved, separated trail and several short sections on low-volume roads.

Most of the route in this segment follows the corridor of the former Seattle, Port Angeles and Western Railway, which had the distinction of being the only railway in the nation whose schedule was determined by tides. The corridor includes nine bridges over rivers and creeks; four of these bridges are large, restored railroad trestles dating back to 1914–15. The bridge over the Elwha River is 589 feet long and 85 feet above the river level. Originally completed around 1913, it was reconstructed in 2009 and features a suspended trail deck beneath the road level of the bridge.

Segment 2 links the unincorporated communities of Blyn and Carlsborg; the cities of Sequim and Port Angeles; several local and state parks (Sequim Bay State Park, Carrie Blake Park, Railroad Bridge Park and Robin Hill Farm County Park); and the Jamestown S’Klallam Tribal campus in Blyn. Along this segment are several marine views of Sequim Bay and approximately 5 miles of trail along the Port Angeles Harbor waterfront. The Jamestown S’Klallam Tribe has been a key partner in the development of the ODT in eastern Clallam County and was the first tribe to be recognized as a Bicycle Friendly Community by the League of American Bicyclists.

Segment 3 – ODT (Elwha River to La Push): This segment of the planned ODT will be approximately 71.5 miles in length when complete and extend from the existing Elwha River Bridge to the western terminus of the ODT and Great American Rail-Trail in the Quileute Tribal community of La Push on the Pacific Ocean. Along the way, the trail will also pass through the communities of Joyce and Forks; connect to Olympic National Park areas around Lake Crescent and the Pacific Coast beaches; and travel through large tracts of private and public forestland.

Currently, 38 miles, or more than 50%, of the ODT in Segment 3 are completed or substantially complete (i.e., under construction or awaiting paving). The shared roadway section includes an approximately 9.7-mile stretch following Cooper Ranch and Mary Clark roads east of Sappho. This stretch travels mostly through state and federal public forestland with very limited residential development.

Several sections of the separated trail in Segment 3 also serve as limited access routes to support timber operations. These sections have been improved and paved to a 10- to 12-foot width for trail purposes. Access is controlled by gates and bollards, making these sections generally free of motorized vehicles except during periods in which they are used to support timber harvest operations.

Portions of the trail follow the route of the old Spruce Railroad, which the U.S. Army built to harvest the strong wood of the Sitka spruce, unique to the coastal Pacific Northwest. The final phase of the 10-mile Spruce Railroad Trail (SRRT) section of the ODT around the north shore of Lake Crescent in Olympic National Park was completed in late 2020.

Jefferson and Clallam counties, with their numerous partners, are leading the effort to complete Segment 1 jointly, and Segments 2 and 3, respectively. The Peninsula Trails Coalition (PTC) is a key partner actively working with both counties to complete the ODT between Port Townsend and La Push. PTC is also a key partner in maintaining the trail in both counties. When complete, the ODT will span approximately 130 miles. The remaining gaps in the ODT along the Great American Rail-Trail are described below.

TRAIL GAP 94a – OLYMPIC DISCOVERY TRAIL EXTENSION (DISCOVERY BAY)

The ODT will connect 0.4 mile to the Sound to Olympics Trail roughly at the junction of state Route 20 and U.S. 101/Olympic Highway at Fairmount Road at the head of Discovery Bay. A short section of trail will follow U.S. 101/Olympic Highway to connect to the existing portion of the ODT at Discovery Bay.

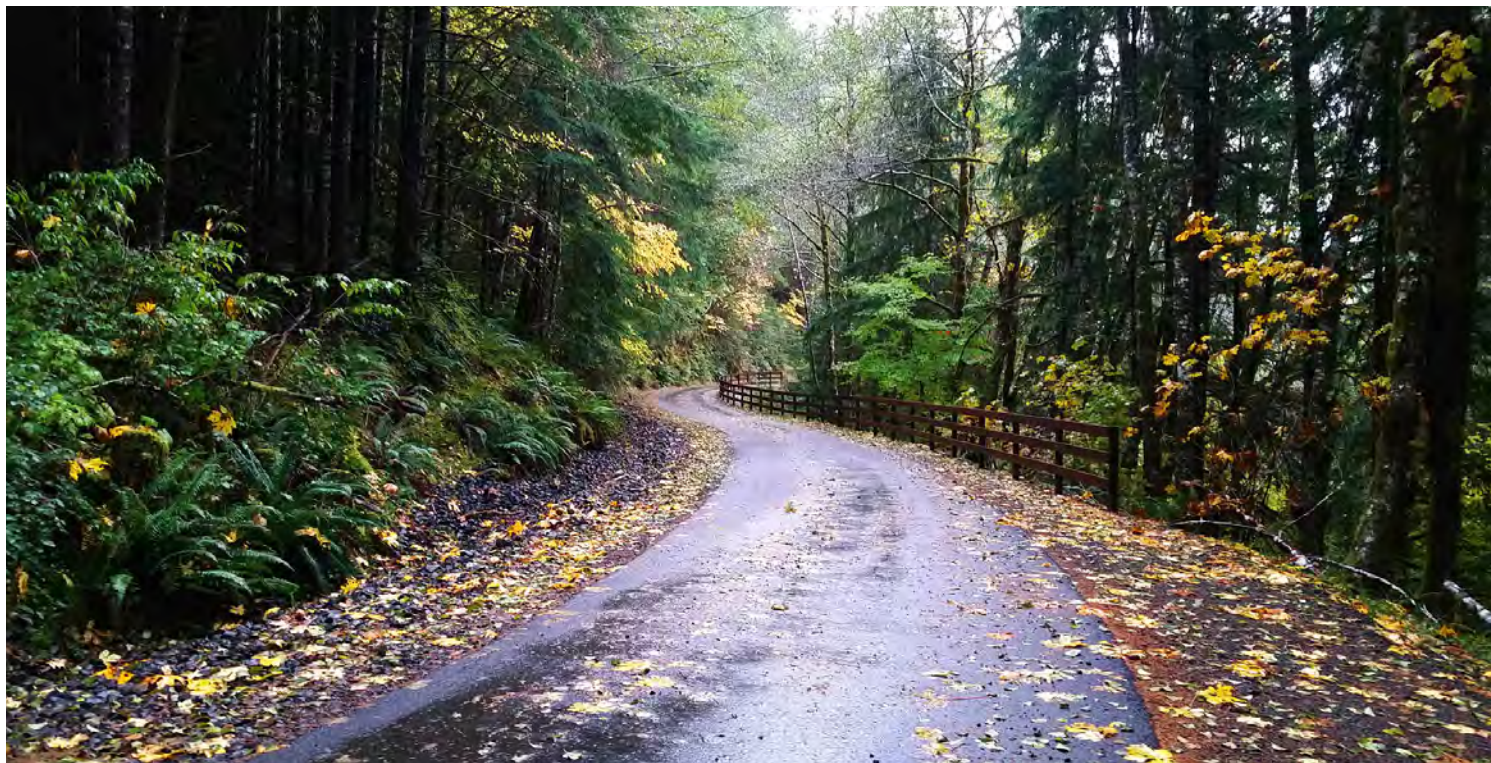
TRAIL GAP 94b – OLYMPIC DISCOVERY TRAIL EXTENSION (DISCOVERY BAY TO JEFFERSON–CLALLAM COUNTY LINE)

There is technically some existing ODT trail across this segment marked along Old Gardiner Road and the shoulder of U.S. 101/Olympic Highway. The planned trail segment is about 7.3 miles, and within this current plan, Jefferson County’s priority is to achieve an alternative to the 1.6-mile length currently on the shoulder of U.S. 101/Olympic Highway. Negotiations are underway with all key property interests. Once this piece is completed, the foreseeable alignment for the ODT will be shared use of the low-volume Old Gardiner Road in combination with the new off-highway section.

TRAIL GAP 94c – OLYMPIC DISCOVERY TRAIL EXTENSION (OLD BLYN HIGHWAY)

A brief 0.8-mile gap exists in the ODT along Old Blyn Highway between U.S. 101 and Blyn Road. Trail users can currently follow the road while the gap undergoes planning for completion.

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Spruce Railroad Trail along the Olympic Discovery Trail in Washington | Photo by TrailLink user barnacle9

TRAIL GAP 95a – OLYMPIC DISCOVERY TRAIL EXTENSION (ELWHA RIVER TO COVILLE)

Clallam County is working to connect the approximately 4-mile ODT gap between the Elwha River trail crossing and the community of Coville (not to be confused with the Washington city of Colville) to the west. The county continues to look for opportunities and funding to acquire additional lands to close this gap.

TRAIL GAP 95b – OLYMPIC DISCOVERY TRAIL EXTENSION (RAMAPO TO JOYCE)

Clallam County is working to connect the approximately 6.5-mile ODT gap between the communities of Ramapo and Joyce. The county continues to look for opportunities and funding to acquire additional lands to close this gap. Acquisition in this gap is challenging, given the topography constraints and the significant number of landowners along potential routes.

TRAIL GAP 96a – OLYMPIC DISCOVERY TRAIL EXTENSION (SAPPHO TO FORKS)

Clallam County has been working to identify a corridor to complete the trail between Sappho and Forks. Completing this trail connection has been a lower priority while trails connecting on each end are in the planning and construction stages. Completion of Trail Gap 96b, below, is becoming a catalyst to spark the development of this approximately 11- to 14-mile section of trail, with the route still to be determined.

TRAIL GAP 96b – OLYMPIC DISCOVERY TRAIL EXTENSION (FORKS TO LA PUSH)

Clallam County and the National Park Service jointly were selected for a \$6 million grant through the Federal Lands Access Program for the design and construction of this approximately 12-mile segment. The county is responsible for first securing trail right-of-way along most of this corridor. Much of the corridor is owned by a private timber company that has expressed interest as a willing seller.

In early 2021, Clallam County approved the necessary funds to acquire 9.7 miles of this gap, with the remainder of the link on existing public roadway or tribal land. The county intends to begin construction in 2024 with completion likely in 2025. The Quileute Tribe is located in and around La Push and has been an active partner in the process of completing the ODT.