

# WASHINGTON



Palouse to Cascades State Park Trail in Washington | Photo by Kevin Belanger, courtesy Rails-to-Trails Conservancy

## 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 the Puget Sound via ferry to connect to the Sound to Olympics Trail and Olympic Discovery Trail on the Olympic Peninsula.

RTC found and reviewed 20 plans in Washington to better understand the state’s trail priorities. A full list of these plans can be found in Appendix A.

## TABLE 26 GREAT AMERICAN RAIL-TRAIL STATISTICS IN WASHINGTON

Total Great American Rail-Trail Existing Trail Miles in Wash. (% of Total State Mileage)	368.7 (66.9%)
Total Great American Rail-Trail Trail Gap Miles in Wash. (% of Total State Mileage)	182.5 (33.1%)
Total Trail Gaps in Wash.	15
Total Great American Rail-Trail Miles in Wash.	551.2

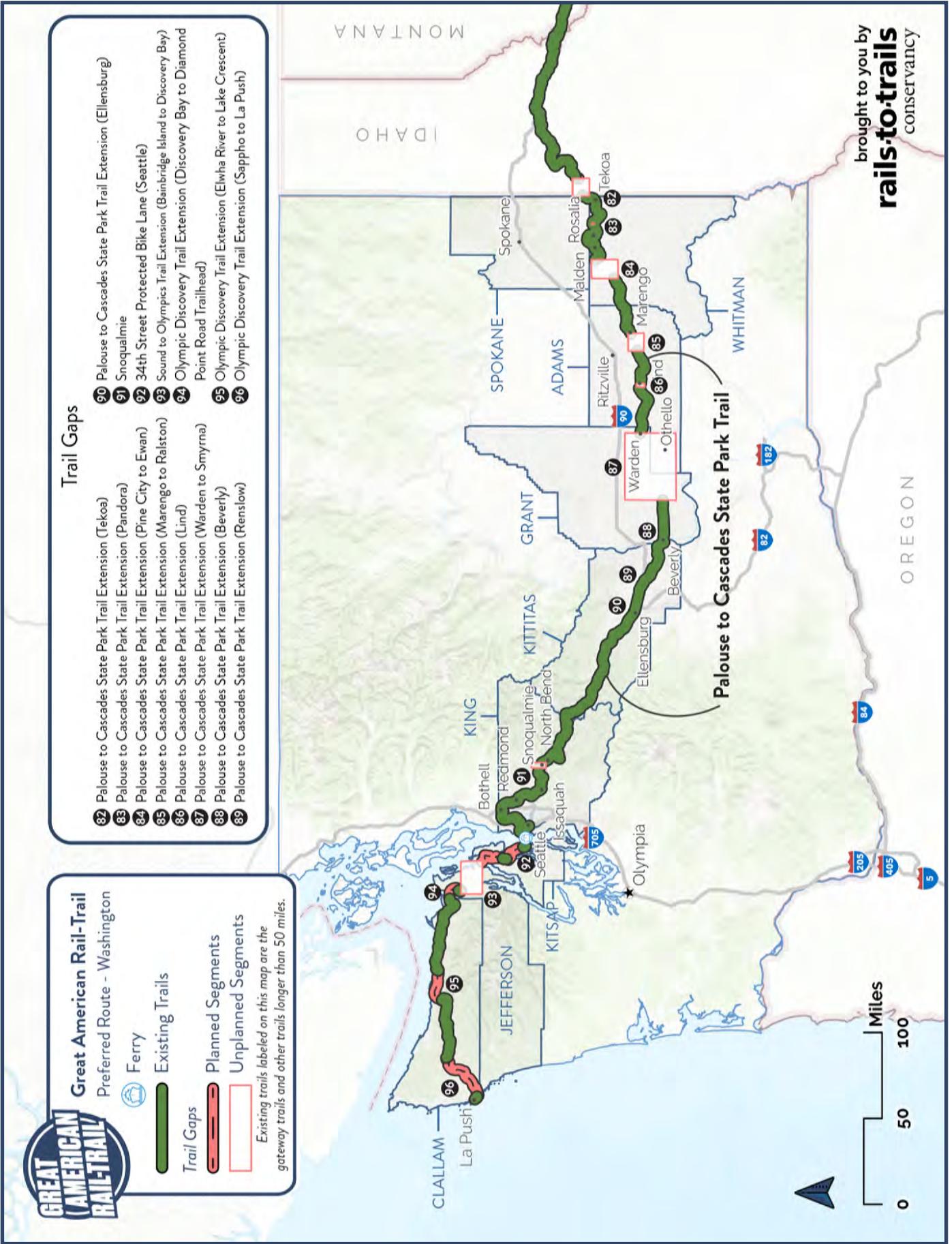
GREAT AMERICAN RAIL-TRAIL ROUTE ASSESSMENT  
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**TABLE 27 GREAT AMERICAN RAIL-TRAIL ROUTE THROUGH WASHINGTON**

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	Sammamish River Trail	10.1
TRAIL GAP 82 – Palouse to Cascades State Park Trail Extension (Tekoa)	1.7	Burke-Gilman Trail (Bothell to Seattle)	15.1
Palouse to Cascades State Park Trail (Tekoa to Pandora)	10.8	TRAIL GAP 92 – 34th Street Protected Bike Lane (Seattle)	0.3
TRAIL GAP 83 – Palouse to Cascades State Park Trail Extension (Pandora)	0.4	Fremont Bridge	0.2
Palouse to Cascades State Park Trail (Pandora to Pine City)	23.0	Ship Canal Trail	1.9
TRAIL GAP 84 – Palouse to Cascades State Park Trail Extension (Pine City to Ewan)	16.8	Interbay Protected Bike Lane	1.2
Palouse to Cascades State Park Trail (Ewan to Marengo)	24.8	Elliott Bay Trail	2.5
TRAIL GAP 85 – Palouse to Cascades State Park Trail Extension (Marengo to Ralston)	24.3	Seattle Waterfront Pathway	1.3
Palouse to Cascades State Park Trail (Ralston to Lind)	14.6	Ferry Across Puget Sound	-
TRAIL GAP 86 – Palouse to Cascades State Park Trail Extension (Lind)	1.8	Sound to Olympics Trail (Bainbridge Island)	1.0
Palouse to Cascades State Park Trail (Lind to Warden)	20.5	TRAIL GAP 93a – Sound to Olympics Trail Extension (Bainbridge Island to Poulsbo)	10.1
TRAIL GAP 87 – Palouse to Cascades State Park Trail Extension (Warden to Smyrna)	37.8	Sound to Olympics Trail (Poulsbo 1)	0.3
Palouse to Cascades State Park Trail (Smyrna to Beverly)	16.0	TRAIL GAP 93b – Sound to Olympics Trail Extension (Poulsbo)	0.8
TRAIL GAP 88 – Palouse to Cascades State Park Trail Extension (Beverly)	0.6	Sound to Olympics Trail (Poulsbo 2)	0.4
Palouse to Cascades State Park Trail (Beverly to Renslow)	22.3	TRAIL GAP 93c – Sound to Olympics Trail Extension (Poulsbo to Port Gamble)	12.2
TRAIL GAP 89 – Palouse to Cascades State Park Trail Extension (Renslow)	0.1	TRAIL GAP 93d – Sound to Olympics Trail Extension (Port Gamble to Discovery Bay)	20.0
Palouse to Cascades State Park Trail (Renslow to Ellensburg)	11.2	TRAIL GAP 94a – Olympic Discovery Trail Extension (Discovery Bay)	0.4
TRAIL GAP 90 – Palouse to Cascades State Park Trail Extension (Ellensburg)	1.1	Olympic Discovery Trail (Discovery Bay)	0.7
Palouse to Cascades State Park Trail (Ellensburg to Cedar Falls)	81.5	TRAIL GAP 94b – Olympic Discovery Trail Extension (Discovery Bay to Diamond Point Road Trailhead)	7.3
Snoqualmie Valley Trail	14.0	Olympic Discovery Trail (Diamond Point Road Trailhead to Elwha River)	35.6
TRAIL GAP 91 – Snoqualmie	7.4	TRAIL GAP 95a – Olympic Discovery Trail Extension (Elwha River to Joyce)	8.9
Preston-Snoqualmie Trail	6.8	TRAIL GAP 95b – Olympic Discovery Trail Extension (Joyce to Lake Crescent)	7.5
Issaquah-Preston Trail	5.1	Olympic Discovery Trail (Spruce Railroad Trail)	29.7
East Lake Sammamish Trail	9.8	TRAIL GAP 96a – Olympic Discovery Trail Extension (Sappho to Forks)	11.0
Marymoor Connector Trail	1.5	TRAIL GAP 96b – Olympic Discovery Trail Extension (Forks to La Push)	12.0
		Olympic Discovery Trail (La Push)	1.5
		<b>Total Miles</b>	<b>551.2</b>
		<i>Existing Trail Miles</i>	<i>368.7</i>
		<i>Trail Gap Miles</i>	<i>182.5</i>

# GREAT AMERICAN RAIL-TRAIL ROUTE ASSESSMENT

## MAP 13: WASHINGTON



# GREAT AMERICAN RAIL-TRAIL ROUTE ASSESSMENT WASHINGTON

## PALOUSE TO CASCADES STATE PARK TRAIL

Total Length (in Miles)	230.0
Total Length Along Great American Rail-Trail in Wash. (in Miles)	230.0
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"> <li>· <a href="https://parks.state.wa.us/521/Palouse-to-Cascades">parks.state.wa.us/521/Palouse-to-Cascades</a></li> <li>· <a href="https://palousetocascadestrail.org">palousetocascadestrail.org</a></li> </ul>
TrailLink Map	<a href="https://traillink.com/trail/palouse-to-cascades-state-park-trail">traillink.com/trail/palouse-to-cascades-state-park-trail</a>

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 almost 230-mile trail that exists today.<sup>33</sup> The Palouse to Cascades State Park Trail is currently divided into 10 segments of existing trail with nine 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** – 16.0 miles between Smyrna and Beverly.<sup>34</sup>

<sup>33</sup> In the fall of 2015, two Washington State representatives from District 9 announced their intent to close a 130-mile section of the Palouse to Cascades State Park Trail from the town of Malden west to the Columbia River. State budget cuts had made it difficult to maintain the eastern portion of the trail. The Tekoa Trail and Trestle Association (TTTA) led local trail advocates to stop the trail segment closure. In 2016, TTTA organized public meetings and 14 city resolutions requesting trail funding. This led to Washington State Parks and one of the District 9 representatives forming a stakeholder advisory committee to further study the issue. In 2016, the District 9 representative decided not to pursue the closure of the 130-mile segment of the Palouse to Cascades State Park Trail. However, funding for the trail was not increased and a state-mandated requirement that individuals must receive a special permit before accessing the trail remains.

<sup>34</sup> Due to fire damage of the historical Beverly Bridge trestle across Lower Crab Creek, an on-road detour has been established using Lower Crab Creek Road, which parallels the trail, until the trestle can be rebuilt.

<sup>35</sup> For instance, Washington State Parks was awarded a grant in 2017 by the Washington Wildlife and Recreation Program to conduct grading and surfacing improvements of the 9-mile trail section from Rosalia west to Malden, as well as adding a trailhead in Malden. The \$1,664,947 grant will be supplemented by an \$80,000 match to reduce the grade at several road crossings and former bridge sites to 10% or less, as well as to surface the trail with crushed rock. Construction on repairing the section between Rosalia and Malden is anticipated to be completed in the summer of 2021.

**Segment 8** – 22.3 miles between Beverly and Renslow.

**Segment 9** – 11.2 miles between Renslow and Ellensburg.

**Segment 10** – 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 nine identified trail gaps.<sup>35</sup> 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. 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.

Washington State Parks recently submitted a grant request to the Washington Wildlife and Recreation Program to complete the design, permitting and construction improvements of the trestle, which would connect 1.7 miles of the trail in Tekoa. According to the Palouse to Cascades State Park Trail Coalition (formerly the Friends of the John Wayne Pioneer Trail), the project “would add concrete decking to the steel railroad trestle and install safety railings,” as well as make minor structural repairs, add interpretive and directional signage and resurface a portion of trail as it approaches the trestle.

The grant request was funded at \$1,450,612 with an \$83,775 applicant match. Washington State Parks also recently acquired land for a trailhead in Tekoa near the Tekoa Trestle. The remaining \$1.7 million

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needed to restore the Tekoa Trestle for trail use was allocated through the state legislature in the 2019–2021 Capital Budget. Construction is expected to be completed in the summer of 2021.

## **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 Rock Lake. Initial discussions on 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)**

The Palouse to Cascades State Park Trail stops on either side of the Columbia River in the small community of Beverly, where Washington State Parks is considering opening the Beverly Bridge for bicycle and pedestrian travel. The bridge was built in 1909 and spans a half-mile. The trestle was registered on the National Register of Historic Places in 1982.

Trail users who want to travel the length of the Palouse to Cascades State Park Trail currently must either arrange for a shuttle or risk a dangerous crossing at the nearest bridge at Vantage along I-90, which does not have a pedestrian walkway or a shoulder. According to the Palouse to Cascades State Park Trail Coalition, “renovating the Beverly Bridge would allow non-motorized access across the Columbia River where currently there is no safe non-motorized crossing for a distance of over 100 miles (between Wenatchee and TriCities).”

In 2017, the Washington Trust for Historic Preservation listed the Beverly Bridge as one of the six most endangered historical structures in the state. As part of a settlement for removing several historical trestles along the Columbia River Gorge, BNSF Railway paid the Washington Trust for Historic Preservation funds that are being partially used to conduct a structural analysis of the bridge to evaluate it for non-motorized use. The \$5.15 million needed to restore the Beverly Bridge for trail use was allocated through the state legislature in the 2019–2021 Capital Budget. The project is on track for bidding in the fall of 2020, with completion and a grand opening following in June 2021.

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

Washington State Parks received a grant for \$1,235,663 from the Washington Wildlife and Recreation Program to retrofit the Renslow Trestle to accommodate bicycle and pedestrian traffic. The Renslow Trestle is a 680-foot-long railroad bridge that formerly carried the Milwaukee Road just west of the Columbia River, crossing I-90. Trail users currently need to complete a significant detour to Stevens Road to cross the interstate safely. The grant will fund decking, railing and fencing of the bridge to accommodate pedestrians, bicyclists and equestrians. Opening the Renslow Trestle to trail users will significantly reduce the amount of time it takes to cross through Renslow, and because the bridge crosses a major interstate, it can become a great advertisement for the trail itself. Construction on the bridge decking and railing is anticipated to be completed in the summer of 2020.

## 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 through campus by widening existing sidewalks along the Ellensburg Water Company’s waterway that travels through the center of 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.

## 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	<a href="http://kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/svt.aspx">kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/svt.aspx</a>
TrailLink Map	<a href="http://traillink.com/trail/snoqualmie-valley-trail">traillink.com/trail/snoqualmie-valley-trail</a>

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, and hopefully the momentum behind the Mountains to Sound Greenway and the Great American Rail-Trail can help King County and the city of Snoqualmie find a creative solution.

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## 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	<a href="http://kingcountyparks.org/2017/02/17/trail-spot-light-preston-snoqualmie">kingcountyparks.org/2017/02/17/trail-spot-light-preston-snoqualmie</a>
TrailLink Map	<a href="http://traillink.com/trail/preston-snoqualmie-trail">traillink.com/trail/preston-snoqualmie-trail</a>

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	<a href="http://kingcounty.gov/services/parks-recreation/parks/trails/regional-trails.aspx">kingcounty.gov/services/parks-recreation/parks/trails/regional-trails.aspx</a>
TrailLink Map	<a href="http://traillink.com/trail/issaquah-preston-trail">traillink.com/trail/issaquah-preston-trail</a>

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. 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.

## 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	<a href="http://kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/east-lake-samm.aspx">kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/east-lake-samm.aspx</a>
TrailLink Map	<a href="http://traillink.com/trail/east-lake-sammamish-trail">traillink.com/trail/east-lake-sammamish-trail</a>

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 south 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 is currently in design for paving and scheduled to begin construction in 2020.

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	<a href="http://kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/marymoor-connector.aspx">kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/marymoor-connector.aspx</a>
TrailLink Map	<a href="http://traillink.com/trail/marymoor-connector-trail">traillink.com/trail/marymoor-connector-trail</a>

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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 the west side of the park. 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	<a href="http://kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/samm-river.aspx">kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/samm-river.aspx</a>
TrailLink Map	<a href="http://traillink.com/trail/sammamish-river-trail">traillink.com/trail/sammamish-river-trail</a>

The Sammamish River Trail is the center link of the Seattle area's locks-to-lakes corridor, which connects the Ballard Locks to lakes Washington and Sammamish 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 one-time 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, ultimately ending at its connection to the Burke-Gilman Trail.

## BURKE-GILMAN TRAIL (BOTHELL TO SEATTLE)

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"> <li><a href="http://kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/burke-gilman.aspx">kingcounty.gov/services/parks-recreation/parks/trails/regional-trails/popular-trails/burke-gilman.aspx</a></li> <li><a href="http://seattle.gov/parks/find/parks/burke-gilman-trail">seattle.gov/parks/find/parks/burke-gilman-trail</a></li> </ul>
TrailLink Map	<a href="http://traillink.com/trail/burke-gilman-trail">traillink.com/trail/burke-gilman-trail</a>

The Great American Rail-Trail picks up the Burke-Gilman Trail in Bothell, Washington. 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 the Rail-Trail Hall of Fame in 2008. The trail was once part of a line of the Seattle, Lake Shore and Eastern Railway, and the trail 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.

## TRAIL GAP 92 – 34TH STREET PROTECTED BIKE LANE (SEATTLE)

The Seattle Department of Transportation has proposed upgrading existing bike lanes along North 34th Street to protected paint-and-post bike lanes. These improvements can provide 0.3 mile of safe passage between the Burke-Gilman Trail and the Fremont Bridge. Construction is scheduled to take place in 2020.

## 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	<a href="http://seattle.gov/transportation/projects-and-programs/programs/bridges-stairs-and-other-structures/bridges">seattle.gov/transportation/projects-and-programs/programs/bridges-stairs-and-other-structures/bridges</a>

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.

# GREAT AMERICAN RAIL-TRAIL ROUTE ASSESSMENT WASHINGTON

## 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	<a href="https://seattle.gov/transportation/projects-and-programs/programs/bike-program">seattle.gov/transportation/projects-and-programs/programs/bike-program</a>
TrailLink Map	<a href="https://traillink.com/trail/ship-canal-trail">traillink.com/trail/ship-canal-trail</a>

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	<a href="https://seattle.gov/transportation/projects-and-programs/programs/bike-program/trails-upgrade-plan/inter-bay-trail-connections-project">seattle.gov/transportation/projects-and-programs/programs/bike-program/trails-upgrade-plan/inter-bay-trail-connections-project</a>

The Interbay Protected Bike Lane project redesigned 20th Avenue West, Gilman Avenue West and West Emerson Place 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.

## 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	<a href="https://seattle.gov/transportation/projects-and-programs/programs/bike-program">seattle.gov/transportation/projects-and-programs/programs/bike-program</a>
TrailLink Map	<a href="https://traillink.com/trail/elliott-bay-trail-(terminal-91-bike-path)">traillink.com/trail/elliott-bay-trail-(terminal-91-bike-path)</a>

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	<a href="https://seattle.gov/transportation/projects-and-programs/programs/bike-program">seattle.gov/transportation/projects-and-programs/programs/bike-program</a>
TrailLink Map	<a href="https://traillink.com/trail/seattle-waterfront-pathway">traillink.com/trail/seattle-waterfront-pathway</a>

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).

# GREAT AMERICAN RAIL-TRAIL ROUTE ASSESSMENT WASHINGTON

## 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	<a href="http://northkitsaptrails.org/news/160-sound-to-olympics-trail">northkitsaptrails.org/news/160-sound-to-olympics-trail</a>
TrailLink Map	<a href="http://traillink.com/trail/sound-to-olympics-trail-">traillink.com/trail/sound-to-olympics-trail-</a>

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 final mile of state Route 305 in Bainbridge Island, stretching from High School Road down to the tip of the Winslow Ferry Terminal, which was completed in 2018. Two smaller segments totaling 0.7 mile can be found in 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, and 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, where an underpass is proposed to help trail users safely navigate the interchange. Construction is slated to begin in the spring of 2020. At Johnson Road,

the trail will head north along Noll Road, 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 and Langaunet Lane to Northeast Lincoln Road for approximately 0.8 mile.

### 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 Port Gamble. The trail would travel north along Stottlemeyer Road Northeast until the Port Gamble Forest Heritage Park and the 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 north sections of the Port Gamble Sound to Olympics Trail 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.

# GREAT AMERICAN RAIL-TRAIL ROUTE ASSESSMENT WASHINGTON

## OLYMPIC DISCOVERY TRAIL

Total Length (in Miles)	75.0
Total Length Along Great American Rail-Trail in Wash. (in Miles)	67.5
Trail Type	Greenway, rail-trail
Surface Type	Asphalt, crushed stone, dirt
Trail Manager	Jefferson County, Clallam County, City of Port Townsend, City of Sequim, City of Port Angeles, Jamestown S’Klallam Tribe, Olympic National Park, Olympic National Forest, Washington DNR, Washington DOT, Washington State Parks, Peninsula Trails Coalition
Website	<a href="http://olympicdiscoverytrail.org">olympicdiscoverytrail.org</a>
TrailLink Map	<ul style="list-style-type: none"> <li>· <a href="http://traillink.com/trail/olympic-discovery-trail-east---port-townsend">traillink.com/trail/olympic-discovery-trail-east---port-townsend</a></li> <li>· <a href="http://traillink.com/trail/olympic-discovery-trail---blyn-to-elwha-river">traillink.com/trail/olympic-discovery-trail---blyn-to-elwha-river</a></li> <li>· <a href="http://traillink.com/trail/olympic-discovery-trail---spruce-railroad-trail">traillink.com/trail/olympic-discovery-trail---spruce-railroad-trail</a></li> </ul>

The 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, and 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, along these three segments are described in Trail Gaps 94, 95 and 96, below. The combined mileage of these gaps—47.1 miles—is not included in the indicated 67.5 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 0.6-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.

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

This segment of trail is approximately 35.6 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 complete and characterized by approximately 33 miles of paved, separated trail and several short sections totaling about 5 miles 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.

Several trail improvements in Segment 2 are coming. In 2020, the Jamestown S’Klallam Tribe will widen and pave an approximately 0.6-mile gravel trail section east of Blyn. The city of Port Angeles is also nearing completion of the engineering design to construct about 1.7 miles of separated trail that are now on shared roadway. These planned improvements will connect the existing separated trail sections along the Port Angeles waterfront to the separated trail on the west side of town.

### Segment 3 – ODT (Elwha River to La Push):

This segment of the planned ODT will be approximately 74 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, 36 miles, or 50%, of the ODT in Segment 3 are completed or substantially complete (i.e., under construction or awaiting paving). These completed sections are characterized by approximately 23 miles of paved separated trail; 3 miles of limited-access gravel logging road; and nearly 10 miles of paved shared roadway. 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.

## GREAT AMERICAN RAIL-TRAIL ROUTE ASSESSMENT WASHINGTON

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. It is expected that 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 will be complete by the end of 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 DIAMOND POINT ROAD TRAILHEAD)**

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, and there is a prospect for route agreements to be completed in 2020. 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.

At the western end of this gap, Clallam County is partnering with Jefferson County to extend the ODT to close the remaining approximately 600-foot gap from the existing Diamond Point Road trailhead eastward to the Jefferson-Clallam county line—and then a bit further eastward with a short extension to connect to Old Gardiner Road in Jefferson County. Clallam County hopes to close this short gap in 2020.

### **TRAIL GAP 95a – OLYMPIC DISCOVERY TRAIL EXTENSION (ELWHA RIVER TO JOYCE)**

Clallam County is working to connect the approximately 9-mile ODT gap between the Elwha River Bridge trail crossing and the community of Joyce to the west. In 2019, the county completed construction of approximately 1.7 miles of trail in the middle of this 9-mile gap that are mostly on historical railroad grade. The county continues to look for opportunities and funding to acquire additional lands to close the approximately 4- to 4.5-mile trail gap between the Elwha River Bridge trail crossing and this new trail section, and also the approximately 4- to 4.5-mile gap from the west end of the new trail section to Joyce. Acquisition in this gap is challenging given the topography constraints and the significant number of landowners along potential routes.

### **TRAIL GAP 95b – OLYMPIC DISCOVERY TRAIL EXTENSION (JOYCE TO LAKE CRESCENT)**

This segment of the ODT route from Joyce to Lake Crescent will be approximately 7.5 miles upon completion. It will connect to the existing SRRT section at Lake Crescent in Olympic National Park. In 2019, Clallam County began to close this gap with the construction of approximately 1.6 miles of new separated trail along the historical railroad grade that will be paved in 2020. This new section begins about 2.5 miles west of Joyce and just south of state Route 112 off of Gossett Road. The county will continue to seek opportunities and funding to close the 2.5-mile gap to Joyce that consists of a significant number of private land ownerships. Closing this gap will allow the route to be separated from the roadway.

The new 1.6-mile trail section from Gossett Road continues west and connects to a limited-access gravel logging road on state and federal forestland. This gravel road section on public lands, locally known as Waterline Road, is part of the trail route and continues for about 3.2 miles to Lake Crescent and the existing SRRT trailhead connection. Most of this 4.8-mile trail section from Gossett Road to the SRRT trailhead at Lake Crescent is also on historical railroad grade. The county secured an easement from the state along most of the gravel road segment and is in the process of securing a similar easement for the remainder from the U.S. Forest Service.

Although the gravel road is through public lands, the easement will also allow for paving and other improvements of the gravel road for trail purposes. The county will need to secure funding for the planned improvements. The current projection for paving is 2022, subject to available funding.

### **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.

The county has completed most of the survey work and plans to work toward securing additional funding to support acquisition. Construction is anticipated to start in 2023, subject to acquiring the needed trail right-of-way. The Quileute Tribe is located in and around La Push and has been an active partner in the process of completing the ODT.