

GREAT AMERICAN RAIL-TRAIL[®]

ROUTE ASSESSMENT REPORT
MAY 2025

RAILS TO
Trails
conservancy

WASHINGTON



Palouse to Cascades State Park Trail | Photo courtesy Palouse to Cascades Trail Coalition

The Washington section of the Great American Rail-Trail begins with the Palouse to Cascades State Park Trail, which travels more than 247 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)	393.0 (75.4%)
Total Great American Rail-Trail Gap Miles in Wash. (% of Total State Mileage)	128.1 (24.6%)
Total Trail Gaps in Wash.	10
Total Great American Rail-Trail Miles in Wash.	521.1

GREAT AMERICAN RAIL-TRAIL ROUTE ASSESSMENT 2025

MAP 13: WASHINGTON

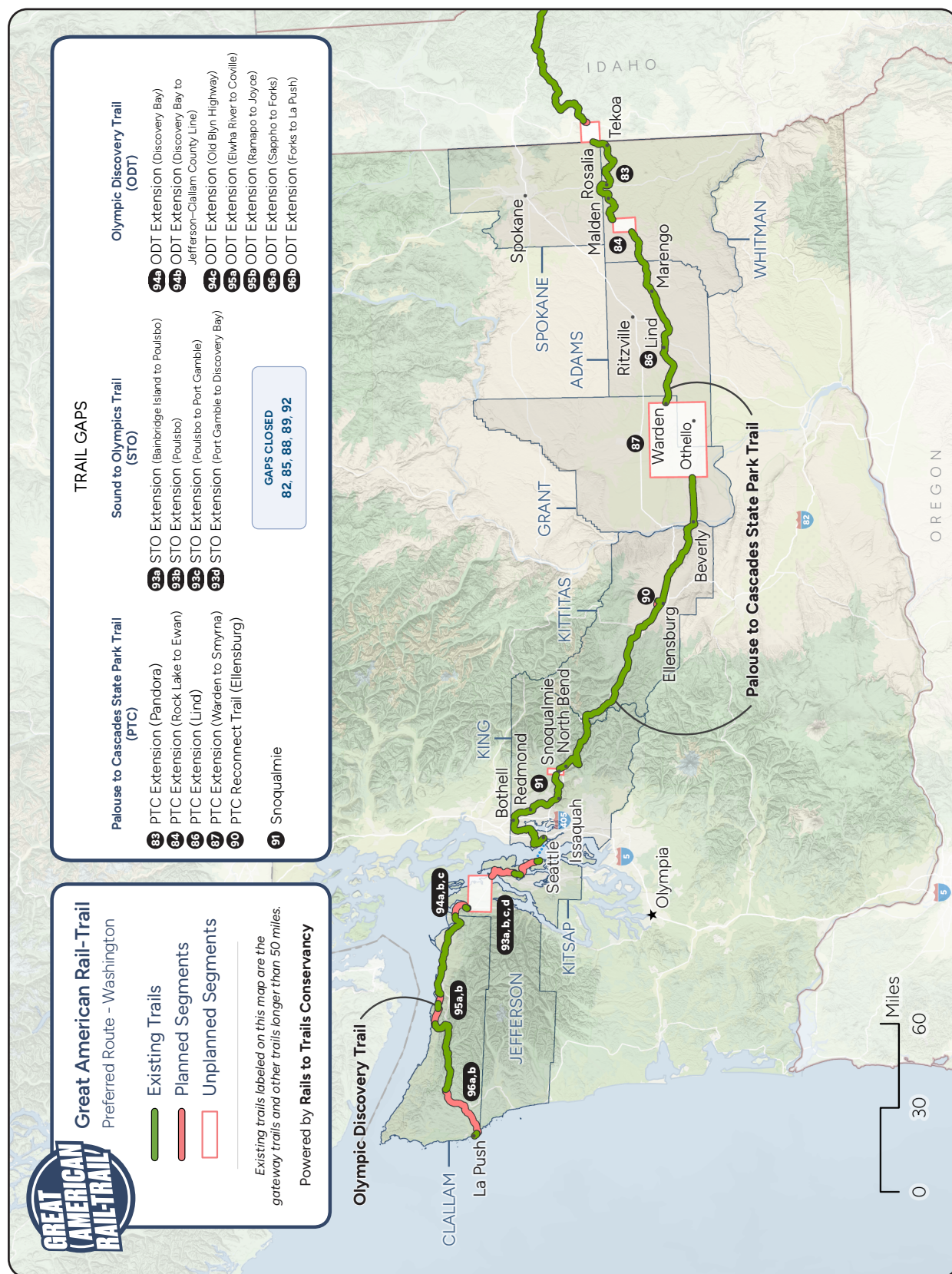


TABLE 27: GREAT AMERICAN RAIL-TRAIL ROUTE THROUGH WASHINGTON

Existing Trail or Trail Gap Name	Length in Wash. Along Great American Rail-Trail (in Miles)
Palouse to Cascades State Park Trail (Idaho–Wash. State Line to Pandora)	17.8
TRAIL GAP 82 – Palouse to Cascades State Park Trail Extension (Tekoa) COMPLETED	-
TRAIL GAP 83 – Palouse to Cascades State Park Trail Extension (Pandora)	0.3
Palouse to Cascades State Park Trail (Pandora to Rock Lake)	28.1
TRAIL GAP 84 – Palouse to Cascades State Park Trail Extension (Rock Lake to Ewan)	8.2
Palouse to Cascades State Park Trail (Ewan to Lind)	49.5
TRAIL GAP 85 – Palouse to Cascades State Park Trail Extension (Marengo to Ralston) COMPLETED	-
TRAIL GAP 86 – Palouse to Cascades State Park Trail Extension (Lind)	0.4
Palouse to Cascades State Park Trail (Lind to Warden)	20.5
TRAIL GAP 87 – Palouse to Cascades State Park Trail Extension (Warden to Smyrna)	35.4
Palouse to Cascades State Park Trail (Smyrna to Ellensburg)	50.2
TRAIL GAP 88 – Palouse to Cascades State Park Trail Extension (Beverly) COMPLETED	-
TRAIL GAP 89 – Palouse to Cascades State Park Trail Extension (Renslow) COMPLETED	-
PTC Reconnect Trail	1.7
TRAIL GAP 90 – PTC Reconnect Trail (Ellensburg)	3.0
Palouse to Cascades State Park Trail (Ellensburg to Cedar Falls)	81.5
Snoqualmie Valley Trail	10.0
TRAIL GAP 91 – Snoqualmie	2.4
Preston-Snoqualmie Trail	6.8
Issaquah-Preston Trail	5.4
East Lake Sammamish Trail	9.8
Marymoor Connector Trail	1.5
Sammamish River Trail	10.1
Burke-Gilman Trail	15.0
34th Street Protected Bike Lane (formerly Trail Gap 92)	0.3
Fremont Bridge	0.2
Ship Canal Trail	1.9
Interbay Protected Bike Lane	1.2
Elliott Bay Trail	2.5
Seattle Waterfront Pathway	1.3

Existing Trail or Trail Gap Name	Length in Wash. Along Great American Rail-Trail (in Miles)
Ferry Across Puget Sound	-
Sound to Olympics Trail (Bainbridge Island)	1.0
TRAIL GAP 93a – Sound to Olympics Trail Extension (Bainbridge Island to Poulsbo)	9.1
Sound to Olympics Trail (Poulsbo 1)	1.2
TRAIL GAP 93b – Sound to Olympics Trail Extension (Poulsbo)	0.8
Sound to Olympics Trail (Poulsbo 2)	0.4
TRAIL GAP 93c – Sound to Olympics Trail Extension (Poulsbo to Port Gamble)	12.2
TRAIL GAP 93d – Sound to Olympics Trail Extension (Port Gamble to Discovery Bay)	14.5
TRAIL GAP 94a – Olympic Discovery Trail Extension (Discovery Bay)	0.4
Olympic Discovery Trail (Discovery Bay)	0.7
TRAIL GAP 94b – Olympic Discovery Trail Extension (Discovery Bay to Jefferson–Clallam County Line)	7.2
Olympic Discovery Trail (Jefferson–Clallam County Line to Old Blyn Highway)	1.8
TRAIL GAP 94c – Olympic Discovery Trail Extension (Old Blyn Highway)	0.8
Olympic Discovery Trail (Blyn Road to Elwha River)	34.8
TRAIL GAP 95a – Olympic Discovery Trail Extension (Elwha River to Coville)	4.0
Olympic Discovery Trail (Coville to Ramapo)	1.8
TRAIL GAP 95b – Olympic Discovery Trail Extension (Ramapo to Joyce)	6.5
Olympic Discovery Trail (Joyce to Sappho)	34.6
TRAIL GAP 96a – Olympic Discovery Trail Extension (Sappho to Forks)	10.4
TRAIL GAP 96b – Olympic Discovery Trail Extension (Forks to La Push)	12.5
Olympic Discovery Trail (La Push)	1.4
Total Miles	521.1
Existing Trail Miles	393.0
Trail Gap Miles	128.1

PALOUSE TO CASCADES STATE PARK TRAIL

Total Length / Total Length Along Great American Rail-Trail in Wash. (in Miles)	247.6 / 247.6
Surface Type	Ballast, crushed stone, sand
Trail Managers	Washington State Department of Natural Resources, Washington State Parks and Recreation Commission (Washington State Parks)
Website	<ul style="list-style-type: none"> • palousetocascades-trail.org • parks.wa.gov/find-parks/state-parks/palouse-cascades-state-park-trail
TrailLink Map	traillink.com/trail/palouse-to-cascades-state-park-trail

The Palouse to Cascades State Park 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 nearly 250-mile trail that exists today.

The Palouse to Cascades State Park Trail is currently divided into six segments of existing trail. 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) COMPLETED

Trail Gap 82 is now a completed trail segment as part of the Palouse to Cascades State Park Trail with the opening of the Tekoa Trestle to trail users in 2022.

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

Planning Status	Unplanned
Funding Status	Unfunded
Construction Status/ Expected Completion Date	TBD

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 0.3-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 (ROCK LAKE TO EWAN)

Planning Status	Unplanned
Funding Status	Unfunded
Construction Status/ Expected Completion Date	TBD

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 continuing the trail along Rock Lake were not successful, and currently, the Palouse to Cascades State Park Trail has an 8.2-mile gap between Rock Lake and 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)~~ **COMPLETED**

Trail Gap 85 is now a completed trail segment as part of the Palouse to Cascades State Park Trail with the 2023 opening of a trail bypass around the former Cow Creek Trestle.

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

Planning Status	Unplanned
Funding Status	Unfunded
Construction Status/ Expected Completion Date	TBD

A missing bridge over a creek and an active BNSF Railway rail line just west of the town of Lind created a brief 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)

Planning Status	Unplanned
Funding Status	Unfunded
Construction Status/ Expected Completion Date	TBD

The largest gap in the Palouse to Cascades State Park Trail—35.4 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 the opening of the Beverly Bridge to trail users in 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 2021.

PTC RECONNECT TRAIL

Total Length / Total Length Along Great American Rail- Trail in Wash. (in Miles)	1.7 / 1.7
Surface Type	Concrete
Trail Manager	City of Ellensburg

The city of Ellensburg is working to complete a long-standing gap in the Palouse to Cascades State Park Trail through town. Currently, 1.7 miles of trail already exist through town, heading north from the Palouse to Cascades State Park Trail trailhead at North Alder Street.

TRAIL GAP 90 – PTC RECONNECT TRAIL (ELLENSBURG)

Planning Status	Partially planned
Funding Status	Partially funded
Construction Status/ Expected Completion Date	TBD

As the Milwaukee Road continued westward, it passed through the city of Ellensburg, which is now home to the westernmost trail gap in the Palouse to Cascades State Park Trail. In 2024, the city of Ellensburg applied for a significant Environmental Protection Agency Community Change grant to complete this gap, though funding was unsuccessful.

SNOQUALMIE VALLEY TRAIL

Total Length / Total Length Along Great American Rail- Trail in Wash. (in Miles)	31.3 / 10.0
Surface Type	Ballast, gravel
Trail Manager	King County Parks & Recreation
Website	kingcounty.gov/en/dept/dnrp/nature-recreation/parks-recreation/king-county-parks/trails/leafline-trails/snoqualmie-valley-trail
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 10 miles between Cedar Falls and Snoqualmie, from which point the trail will head northwest toward Seattle.

TRAIL GAP 91 – SNOQUALMIE

Planning Status	Unplanned
Funding Status	Unfunded
Construction Status/ Expected Completion Date	TBD

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 2.4-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 / Total Length Along Great American Rail-Trail in Wash. (in Miles)	6.8 / 6.8
Surface Type	Asphalt
Trail Managers	King County Parks & Recreation, Snoqualmie Parks & Recreation
Website	kingcountyparks.org/2017/02/17/trail-spotlight-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 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 / Total Length Along Great American Rail-Trail in Wash. (in Miles)	5.4 / 5.4
Surface Type	Asphalt, gravel
Trail Managers	City of Issaquah Parks and Recreation, King County Parks & Recreation, Washington State DOT Bike Ped Program
Website	mtsgreenway.org/location/issaquah-preston-snoqualmie-trail/
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.

EAST LAKE SAMMAMISH TRAIL

Total Length / Total Length Along Great American Rail-Trail in Wash. (in Miles)	11.0 / 9.8
Surface Type	Asphalt, crushed stone
Trail Manager	King County Parks & Recreation
Website	kingcounty.gov/en/dept/dnpr/nature-recreation/parks-recreation/king-county-parks/trails/leafline-trails/east-lake-sammamish
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.

MARYMOOR CONNECTOR TRAIL

Total Length / Total Length Along Great American Rail-Trail in Wash. (in Miles)	1.5 / 1.5
Surface Type	Asphalt
Trail Manager	King County Parks & Recreation
Website	kingcounty.gov/en/dept/dnpr/nature-recreation/parks-recreation/king-county-parks/trails/leafline-trails/marymoor-connector-trail
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.

SAMMAMISH RIVER TRAIL

Total Length / Total Length Along Great American Rail-Trail in Wash. (in Miles)	10.1 / 10.1
Surface Type	Asphalt
Trail Manager	King County Parks & Recreation
Website	kingcounty.gov/en/dept/dnrp/nature-recreation/parks-recreation/king-county-parks/trails/leafline-trails/sammamish-river-trail
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. 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 / Total Length Along Great American Rail-Trail in Wash. (in Miles)	18.8 / 15.0
Surface Type	Asphalt
Trail Managers	King County Parks & Recreation, Seattle Parks and Recreation, University of Washington
Website	<ul style="list-style-type: none"> • kingcounty.gov/en/dept/dnrp/nature-recreation/parks-recreation/king-county-parks/trails/leafline-trails/burke-gilman • seattle.gov/parks/find/parks/burke-gilman-trail
TrailLink Map	traillink.com/trail/burke-gilman-trail

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.

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

Total Length / Total Length Along Great American Rail-Trail in Wash. (in Miles)	0.3 / 0.3
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 / Total Length Along Great American Rail-Trail in Wash. (in Miles)	0.2 / 0.2
Surface Type	Asphalt
Trail Managers	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 / Total Length Along Great American Rail-Trail in Wash. (in Miles)	1.9 / 1.9
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 / Total Length Along Great American Rail-Trail in Wash. (in Miles)	1.2 / 1.2
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.

ELLIOTT BAY TRAIL

Total Length / Total Length Along Great American Rail-Trail in Wash. (in Miles)	3.4 / 2.5
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 / Total Length Along Great American Rail-Trail in Wash. (in Miles)	2.0 / 1.3
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.

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 / Total Length Along Great American Rail-Trail in Wash. (in Miles)	2.6 / 2.6
Surface Type	Asphalt
Trail Managers	City of Bainbridge Island, Kitsap County
Website	northkitsaptrailsassociation.org/sto
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 1.6 miles can be found in the city of Poulsbo. Trail gaps along these developed segments total 36.6 miles, and are described in Trail Gaps 93a–93d, below.

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

Planning Status	Partially planned
Funding Status	Partially funded
Construction Status/ Expected Completion Date	TBD

Plans are in place to extend the Sound to Olympics Trail 9.1 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.

New funding was dedicated in 2022 to complete the next section of trail in Bainbridge Island, including \$215,000 from the Bainbridge Island Capital Improvement Plan and \$50,000 from the Bainbridge Island Parks & Trails Foundation.

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 was completed in 2023 to help trail users safely navigate the interchange. 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.

The Peninsula Trails Coalition, the Sound to Olympics Trail and the Bainbridge Island Parks & Trails Foundation have partnered on an application for the 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program with a focus on preparing planning and engineering documents and constructing portions of the remaining gaps in the Great American between Puget Sound and the Pacific Ocean. This application was successful and infuses the project with \$16.13 million, which will be transformative for western Washington and will accelerate the development of Trail Gaps 93–96.

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

Planning Status	Partially planned
Funding Status	Partially funded
Construction Status/ Expected Completion Date	TBD

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.

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

Planning Status	Partially planned
Funding Status	Partially funded
Construction Status/ Expected Completion Date	Some construction expected in 2025; remaining sections TBD

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 2025 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)

Planning Status	Partially planned
Funding Status	Unfunded
Construction Status/ Expected Completion Date	TBD

On the northwestern side of the Hood Canal Floating Bridge, an exact trail alignment is not yet determined through Jefferson County to connect the 14.5-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.

OLYMPIC DISCOVERY TRAIL

Total Length / Total Length Along Great American Rail-Trail in Wash. (in Miles)	82.8 / 75.1
Surface Type	Asphalt, crushed stone, dirt
Trail Managers	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	trailink.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, traveling across Jefferson and Clallam counties, and ending in the community of La Push at the Pacific Ocean. Highlights along the ODT include bridge crossings over the Dungeness and Elwha rivers and views of Lake Crescent through Olympic National Park.

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

Planning Status	Partially planned
Funding Status	Partially funded
Construction Status/ Expected Completion Date	TBD

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)

Planning Status	Partially planned
Funding Status	Partially funded
Construction Status/ Expected Completion Date	TBD

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 7.2 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)

Planning Status	Partially planned
Funding Status	Partially funded
Construction Status/ Expected Completion Date	TBD

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.

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

Planning Status	Partially planned
Funding Status	Partially funded
Construction Status/ Expected Completion Date	TBD

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)

Planning Status	Partially planned
Funding Status	Partially funded
Construction Status/ Expected Completion Date	TBD

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)

Planning Status	Partially planned
Funding Status	Partially funded
Construction Status/ Expected Completion Date	TBD

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)

Planning Status	Partially planned
Funding Status	Partially funded
Construction Status/ Expected Completion Date	Some construction expected in 2025; remaining sections TBD

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 Quileute Tribe is located in and around La Push and has been an active partner in the process of completing the ODT.

APPENDIX: GLOSSARY OF TERMS

Abandoned rail corridor – When a railroad company ceases operations on a line or terminates the line itself. Abandonment is official when the Surface Transportation Board (STB) has issued an order authorizing abandonment of the line and the railroad has notified the STB that it has consummated the abandonment authorization.

Active rail corridor – Any rail corridor that has not been formally abandoned through the process identified by the Surface Transportation Board.

Americans with Disabilities Act (ADA) – The federal civil rights law that prohibits discrimination based on disability.

Arterial road – A major thoroughfare, particularly one used to provide a large traffic capacity for traveling longer distances.

Ballast – The trackbed upon which railroad ties are laid, often composed of crushed stone.

Bike lane – A portion of the roadway that has been designated by striping, signage and pavement markings for the preferential or exclusive use of bicyclists.

Bike route – On-street routes that are signed for bicycle travel but do not provide any physical or visual separation from automobile traffic.

Bollard – A short post used to divert traffic from an area or road.

Contiguous – Sharing a common border; touching.

Culvert – A tunnel carrying a stream or open drain under a road, railroad or trail.

Decking – The surface of a bridge.

Federal Railroad Administration – An agency within the U.S. Department of Transportation that handles matters related to the railroad industry.

Geographic Information System (GIS) – A system designed to capture, store, manipulate, analyze, manage and present spatial or geographic data.

Greenway – A strip of undeveloped land, set aside for recreational use or environmental protection.

Interim on-road connector – An on-road segment that is to be used temporarily while a trail is being planned or built.

Multiuse trails – Trails that are designed to accommodate more than one type of use (walking, bicycling, horseback riding, etc.).

Non-motorized trails – Trails that do not allow travel using vehicles with motors.

Off-road trails – Trails that are outside of a roadbed for motorized vehicles.

Protected bike lane (cycle track) – A bikeway that is at street level and uses a variety of methods for physical protection from passing traffic. Protected bike lanes (cycle tracks) can allow bicycle movement in one or both directions on one side of a road.

Railbanked/railbanking – Condition allowing a railroad to “bank” a corridor for future rail use. During the interim, alternative trail use is a viable option.

Railbed – The roadbed of a railroad track.

Rail corridor – The tracks and railroad right-of-way (generally 50 to 100 feet wide, though it varies widely by geography).

Rail-trail – The conversion of a disused railway track into a multiuse trail. The characteristics of abandoned railways—flat, long, frequently running through historical areas—are appealing for various developments.

Rail-with-trail – A trail located adjacent to an active rail line.

Rail yard – A complex series of railroad tracks for storing, sorting, loading and unloading railroad cars.

Recreational Trails Program – A competitive grant program managed by state trail administrators; therefore, only projects that meet certain criteria may be funded. Its funds are drawn from the larger Transportation Alternatives Program.

Right-of-way – The land on which a railroad line, road or utility is built.

Roadway – The strip of land over which a road passes.

Shared land marking (sharrow) – Road marking used to indicate a shared land environment for bicycles and automobiles.

Shared-use path – A form of infrastructure that supports multiple recreation and transportation opportunities (a common synonym for “trail”).

Shoulder (road) – A strip of land adjacent to the traffic lane of a road, often used as an emergency stopping lane.

Surface Transportation Board (STB) – The federal agency that oversees changes made by railroad companies. Formerly the Interstate Commerce Commission.

Towpath – A road or trail on the bank of a river, canal or other inland waterway.

Trailbed – The roadbed of a trail.

Trail gap – Section of trail that still needs to be built to connect the existing trails.

Transportation Alternatives Program – A program administered by the Federal Highway Administration to authorize funding for programs and projects defined as “transportation alternatives,” including on- and off-road pedestrian and bicycle facilities. The Transportation Alternatives Program is the largest federal source for trail funding.

Waterway – A river, canal or other route for travel by water.



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