

# GREAT AMERICAN RAIL-TRAIL®

ROUTE ASSESSMENT REPORT  
MAY 2025

RAILS TO  
**Trails**  
conservancy



# WYOMING



Casper Rail Trail | Photo by Laura Stark

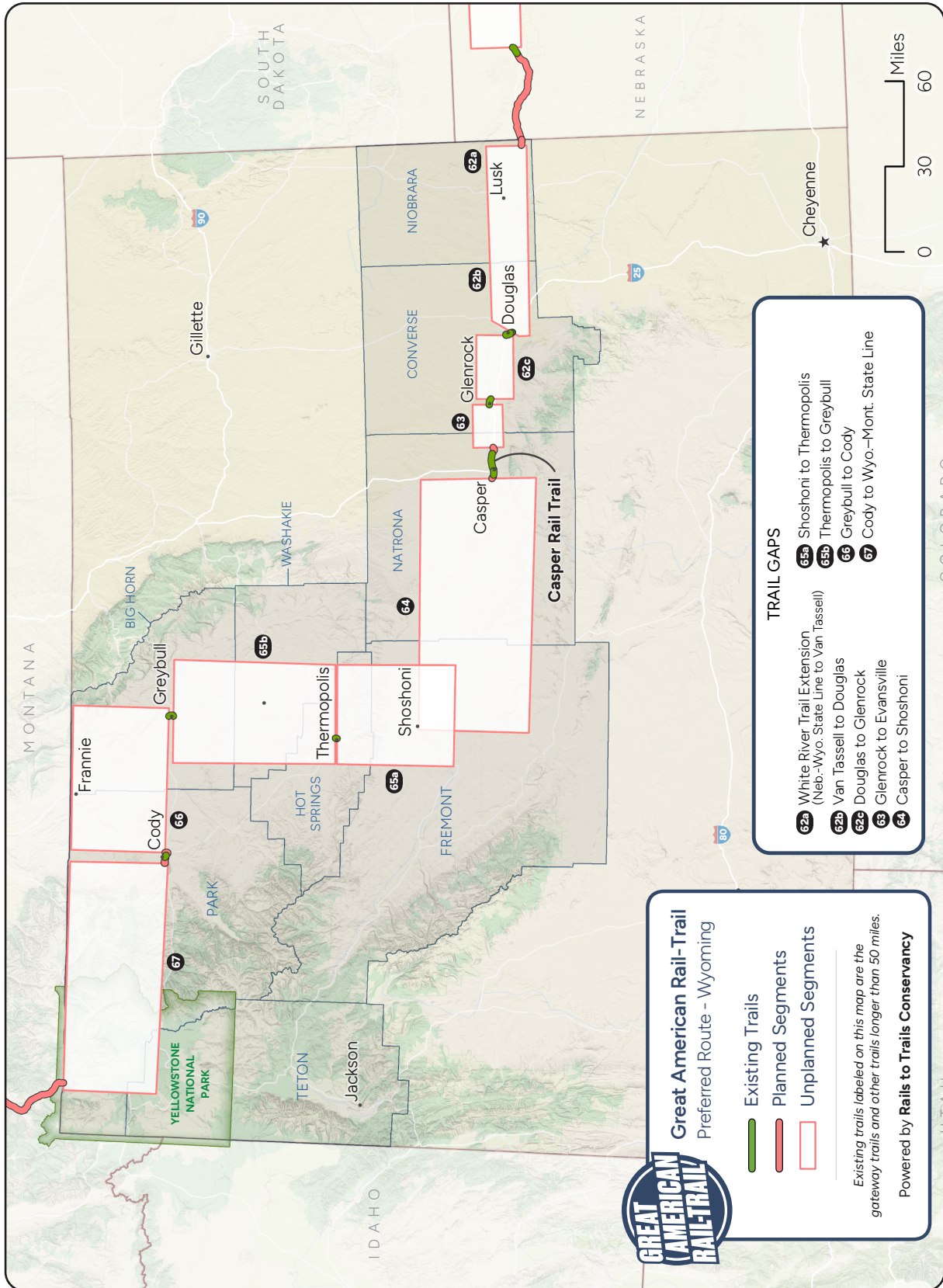
Wyoming has the potential to be an incredible section of the Great American Rail-Trail. Its landscapes are unique in the United States, and Wyoming is already known for its outdoor recreation assets. Wyoming does not have as many miles of multiuse trails as other states due to its sparse population, active railroads and topography. Trails in Casper and Cody provide excellent examples of multiuse trails along the route of the Great American Rail-Trail from which other Wyoming communities can learn. The Great American Rail-Trail is a viable project to help Wyoming with its outdoor recreation and tourism economy, especially considering Wyoming's exceptional landscapes and statewide commitment to the project.

**TABLE 20: GREAT AMERICAN RAIL-TRAIL MILEAGE IN WYOMING**

Total Great American Rail-Trail Existing Trail Miles in Wyo. (% of Total State Mileage)	17.1 (3.3%)
Total Great American Rail-Trail Gap Miles in Wyo. (% of Total State Mileage)	500.6 (96.7%)
Total Trail Gaps in Wyo.	6
Total Great American Rail-Trail Miles in Wyo.	517.7

# GREAT AMERICAN RAIL-TRAIL ROUTE ASSESSMENT 2025

## MAP 10: WYOMING





**TABLE 21: GREAT AMERICAN RAIL-TRAIL ROUTE THROUGH WYOMING**

<b>Existing Trail or Trail Gap Name</b>	<b>Length in Wyo. Along Great American Rail-Trail (in Miles)</b>
TRAIL GAP 62a – White River Trail Extension (Neb.–Wyo. State Line to Van Tassell)	2.0
TRAIL GAP 62b – Van Tassell to Douglas	73.4
Douglas Trail System	3.3
TRAIL GAP 62c – Douglas to Glenrock	25.9
Al's Way	2.1
TRAIL GAP 63 – Glenrock to Evansville	18.6
Casper Rail Trail	6.4
Platte River Trail	1.7
TRAIL GAP 64 – Casper to Shoshoni	98.7
TRAIL GAP 65a – Shoshoni to Thermopolis	33.0
East Bighorn River Trail	0.7
TRAIL GAP 65b – Thermopolis to Greybull	68.3
Greybull Riverwalk	1.9
TRAIL GAP 66 – Greybull to Cody	52.3
Beck Lake Park Bike Trail	1.0
TRAIL GAP 67 – Cody to Wyo.–Mont. State Line	128.4
Total Miles	517.7
Existing Trail Miles	17.1
Trail Gap Miles	500.6



### TRAIL GAP 62A – WHITE RIVER TRAIL EXTENSION (NEBRASKA-WYOMING STATE LINE TO VAN TASSELL)

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

In addition to 34 miles of the future White River Trail in Nebraska, the Friends of the White River Trail also maintains ownership over 2 miles of abandoned rail corridor from the Nebraska–Wyoming state line west to the small town of Van Tassell. The group intends to hold onto ownership of the rail corridor until resources become available to complete construction of the trail and keep it maintained.

### TRAIL GAP 62B – VAN TASSELL TO DOUGLAS

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

From Van Tassell, a trail would extend west approximately 70 miles to the city of Douglas. U.S. 18/20 connects Lusk and Douglas, and while there are no confirmed abandoned rail corridors between Lusk and just east of Orin, Wyoming, there are several active rail lines adjacent to the highway that could potentially be available for rail-with-trail construction. There is a very active Union Pacific Railroad corridor that extends approximately 45 miles between Lusk and Shawnee, a less active 6.2-mile section of Union Pacific Railroad corridor between Shawnee and Orin, and approximately 15 miles of two parallel active tracks between Orin and Douglas—one owned by Union Pacific Railroad and one owned by BNSF Railway. Also, there are documents that describe an abandoned rail line between Shawnee and Orin. Further research should be conducted in Converse County, Wyoming, on the status of this potential corridor for future trail development.

Between Orin and Douglas, the active Union Pacific Railroad line becomes abandoned for approximately 7 miles into Douglas, following Irvine Road. This abandoned line travels a total of approximately 76 miles to a point northeast of the Casper/Natrona County International Airport, roughly paralleling U.S. 20/26/Yellowstone Highway, where it converges with the active BNSF Railway line. A trail heading west could converge with the existing Douglas Trail System. Douglas plans to extend the existing trail system about 0.2 mile from its current southern terminus at Robin Lane to I-25 along the remainder of the abandoned railway portion that the city owns.

### DOUGLAS TRAIL SYSTEM

Total Length / Total Length Along Great American Rail-Trail in Wyo. (in Miles)	3.3 / 3.3
Surface Type	Concrete
Trail Manager	City of Douglas
Website	<a href="http://cityofdouglas.org/192/city-parks-trails">cityofdouglas.org/192/city-parks-trails</a>
TrailLink Map	<a href="http://traillink.com/trail/douglas-bike-path">traillink.com/trail/douglas-bike-path</a>

The Douglas Trail System traces the North Platte River north and south. In 2019, Douglas extended the trail system from Richards Street south to Robin Lane along an abandoned rail corridor using grant funding from the Wyoming Department of Transportation.

### TRAIL GAP 62C – DOUGLAS TO GLENROCK

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

The abandoned line continues 25.9 miles into Glenrock, where Al's Way was constructed along the corridor in the 1990s. Work remains to determine ownership of the former Chicago and North Western Transportation Company's railroad corridor connecting Douglas to Glenrock and its potential for a rail-to-trail conversion. A group of local partners is currently strategizing on fundraising efforts to support planning work to identify a corridor and the necessary stakeholders to complete the trail gap between Douglas and Casper.

## AL'S WAY

Total Length / Total Length Along Great American Rail-Trail in Wyo. (in Miles)	2.1 / 2.1
Surface Type	Asphalt, crushed stone
Trail Manager	Town of Glenrock
Website	<a href="https://glenrock.org/?SEC=CA1DCD8A-8CDA-%20489B-B420-F2D593DAD24E">glenrock.org/?SEC=CA1DCD8A-8CDA-%20489B-B420-F2D593DAD24E</a>
TrailLink Map	<a href="https://traillink.com/trail/als-way">traillink.com/trail/als-way</a>

The 2.1-mile Al's Way was named after Glenrock High School track coach Al Finch, who has since retired but is well-known in the community. The rail corridor was purchased in 1990, and a trail was initially constructed in 1994. In 2020, Al's Way was extended to the eastern and western limits of Glenrock with the assistance of grant funding from the Wyoming Department of Transportation and the Wyoming Business Council.

## TRAIL GAP 63 – GLENROCK TO EVANSVILLE

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

The abandoned rail corridor continues nearly 20 miles west from Glenrock to Evansville, a small town just east of Casper, where the trail intersects the existing Casper Rail Trail. In the summer of 2021, the Casper Area Metropolitan Planning Organization (MPO) worked with Platte River Trails to complete a study of the developing rail-trail extension from Edness Kimball Wilkins State Park (in Evansville) west to state Route 256/Hat 6 Road (also in Evansville). The extension would add roughly 2.4 miles of trail eastward from Casper. Following construction of this trail segment, discussions can begin on the best ways to connect the trail eastward to Glenrock to fill this 18.6-mile gap.

## CASPER RAIL TRAIL

Total Length / Total Length Along Great American Rail-Trail in Wyo. (in Miles)	6.4 / 6.4
Surface Type	Concrete
Trail Manager	Casper Parks Department
Website	<a href="https://platterivertrails.com">platterivertrails.com</a>
TrailLink Map	<a href="https://traillink.com/trail/casper-rail-trail">traillink.com/trail/casper-rail-trail</a>

The Casper Rail Trail extends 6.4 miles through the center of Casper, from state Route 256/Hat 6 Road and U.S. 20/26 west to South Spruce Street. The first section of the Casper Rail Trail was constructed in 1998, with additional mileage having been added since then. The city of Casper was granted a Certificate of Interim Trail Use by the Surface Transportation Board to permit trail development. Platte River Trails was the entity created to develop the trail since 2002, while operations and maintenance of the trail are the responsibilities of the city of Casper.





Platte River Trail | Photo by TrailLink user thejake91739

## PLATTE RIVER TRAIL

Total Length / Total Length Along Great American Rail-Trail in Wyo. (in Miles)	10.0 / 1.7
Surface Type	Asphalt, concrete
Trail Manager	Platte River Trails
Website	<a href="http://platterivertrails.com">platterivertrails.com</a>
TrailLink Map	<a href="http://traillink.com/trail/platte-river-trail-(wy)">traillink.com/trail/platte-river-trail-(wy)</a>

Platte River Trails owns and maintains this 10-mile concrete trail that follows the North Platte River through Casper. The Platte River Trail will host the Great American Rail-Trail for 1.7 miles, crossing the North Platte River and heading further west into Natrona County. This portion of the trail crosses the Platte River at the Tate Pumphouse, a restored historical building that now houses the offices of Platte River Trails.

## TRAIL GAP 64 – CASPER TO SHOSHONI

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

There is an approximately 98-mile gap between the end of the Platte River Trail and Shoshoni, Wyoming. U.S. 20/26/Yellowstone Highway, a two-lane high-speed road with relatively low volume, connects Casper west to Shoshoni through the small community of Powder River. U.S. 20/26/Yellowstone Highway has wide shoulders that could accommodate bicycle travel while a fully separated trail is explored in more detail.

The Casper Area MPO is considering a study of an extension of U.S. 20/26/Yellowstone Highway that could include a trail connection heading west out of Casper. An abandoned rail corridor connects the end of the Platte River Trail approximately 14 miles northwest past the Casper/Natrona County International Airport. An active BNSF Railway corridor connects from there into Shoshoni with a medium traffic density. The rail corridor travels through a very remote area of Natrona and Fremont counties that is not ideal for a trail route. A fully separated trail should be explored in more detail to connect Casper and Shoshoni.

## TRAIL GAP 65A – SHOSHONI TO THERMOPOLIS

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

From Shoshoni, the trail will continue 33 miles north to Thermopolis, Wyoming, to connect to the existing East Bighorn River Trail. The gap follows U.S. 20, as well as an active BNSF Railway line with a medium traffic density.

This gap holds the challenge of traveling through the beautiful Wind River Canyon. Heading north out of Shoshoni, Wind River Canyon begins just north of Boysen State Park and travels 14 miles. The canyon is heavily constricted by the Wind River, the topography of the canyon, the existing highway and an active BNSF Railway line. Both the highway and rail line are funneled through tunnels cut into the adjacent rock with minimal room for further expansion to accommodate a trail. Innovative solutions could include signalization to alert drivers of cyclists traveling through the tunnels, as well as a shuttle service connecting Shoshoni to Thermopolis, which lies just north of Wind River Canyon.

Trail Gap 65a travels through the western portion of the Wind River Reservation. RTC and local partners should collaborate with the Eastern Shoshone and Northern Arapaho tribes to explore the potential economic development opportunities of a cross-country trail in this area.

## EAST BIGHORN RIVER TRAIL

Total Length / Total Length Along Great American Rail-Trail in Wyo. (in Miles)	0.7 / 0.7
Surface Type	Concrete
Trail Manager	City of Thermopolis

A trail follows the Bighorn River through Thermopolis and provides access to Hot Springs State Park, a major attraction in the Bighorn Basin.

## TRAIL GAP 65B – THERMOPOLIS TO GREYBULL

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

A trail is needed to connect the roughly 68 miles between Thermopolis and Greybull. The trail could follow the active BNSF Railway line, U.S. 20 or another linear feature to be determined. The Bureau of Land Management owns a significant portion of land in the Bighorn Basin that should be explored for additional trail development opportunities. Likewise, a group of public and private citizens, in conjunction with the Wyoming Office of Outdoor Recreation, launched the Bighorn Basin Outdoor Recreation Collaborative (BBORC) to promote, enhance and develop sustainable outdoor recreation that encourages responsible use, personal well-being and economic benefit in the Bighorn Basin. BBORC has expressed interest in the Great American Rail-Trail and will be instrumental in helping identify and complete the route through the basin.

Trail Gap 65b also travels through a string of small towns. If a trail route is identified apart from U.S. 20 or the rail line, spurs should be created to take trail users into these towns for food, water and lodging support.

In 2024, RTC partnered with the city of Worland to conduct a route analysis for the route of the Great American Rail-Trail through Worland. The analysis identified a preferred alignment for a trail through Worland, which sits roughly halfway between Thermopolis and Greybull. RTC continues to work with the city to raise funds for design and construction of a trail through town.

## GREYBULL RIVERWALK

Total Length / Total Length Along Great American Rail-Trail in Wyo. (in Miles)	1.9 / 1.9
Surface Type	Concrete
Trail Manager	Town of Greybull
TrailLink Map	<a href="https://trailink.com/trail/greybull-riverwalk-">trailink.com/trail/greybull-riverwalk-</a>

The Greybull Riverwalk travels south to north through the town of Greybull, Wyoming, for 1.9 miles. The trail travels on the east side of Greybull along the Bighorn River. The trail is accessible every five blocks or so throughout town, with a safe crossing provided underneath U.S. 14/Greybull Avenue. The Greybull Riverwalk ends to the north on U.S. 20/U.S. 14/state Route 789/U.S. 16, just north of 13th Avenue.



**TRAIL GAP 66 – GREYBULL TO CODY**

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

From the northern end of the Greybull Riverwalk, the Great American Rail-Trail will continue approximately 52 miles west to the city of Cody, Wyoming. The trail could continue north from Greybull to the town of Frannie, following the same highway and rail options as Trail Gaps 65a and 65b. From Frannie, the route could then head southwest into Cody, following U.S. 14 ALT or an active BNSF Railway corridor with light traffic that parallels the highway.

There is also enthusiasm in the city of Powell for a trail that could connect into Cody. RTC began working with Powell in 2025 on a study of a potential rail-with-trail alignment that also parallels an irrigation canal. In early 2024, RTC partnered with the Powell Economic Partnership to create a petition to show public interest in developing a multiuse trail between Powell and Cody. The petition had over 1,000 signatures as of the end of 2024, which is a powerful showing for local elected officials.

Similar to BBORC in the Bighorn Basin, the Park County Outdoor Recreation Collaborative (PCORC) was created in 2022 and has expressed interest in helping to identify and complete the route in Park County, Wyoming.

**BECK LAKE PARK BIKE TRAIL**

Total Length / Total Length Along Great American Rail-Trail in Wyo. (in Miles)	1.0 / 1.0
Surface Type	Asphalt
Trail Manager	City of Cody
Website	<a href="https://codywy.gov/facilities/facility/details/beck-lake-park-10">codywy.gov/facilities/facility/details/beck-lake-park-10</a>
TrailLink Map	<a href="https://traillink.com/trail/beck-lake-park-bike-trail">traillink.com/trail/beck-lake-park-bike-trail</a>

Just minutes from downtown Cody, the Beck Lake Park Bike Trail wraps around the perimeter of Beck Lake Park's two reservoir lakes and also parallels a portion of the Cody Canal.

**TRAIL GAP 67 – CODY TO WYOMING–MONTANA STATE LINE**

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

In Cody, the trail would travel through town to continue west along U.S. 14 for approximately 128 miles toward Yellowstone National Park and the Wyoming–Montana state line. There are various existing trails and bike lanes in Cody that could help make this transition through town, and additional options should be explored. U.S. 14 outside of Cody is a two-lane highway with a decent shoulder that can accommodate interim bicycle travel while an off-street trail option is being reviewed further.

Yellowstone National Park presents a unique situation along the Great American Rail-Trail. It is an iconic national park that trail users would be excited to visit along a journey across the country. However, the road system through the park is not accommodating for trail users due to its lack of shoulders, high traffic volumes in the summer and distracted drivers. RTC is working with its local and federal partners and the administration of Yellowstone National Park to discuss potential options for multiuse trail development through the park.

Yellowstone National Park also has a network of existing trails, service roads and sections of historical carriage roads that could potentially be restored and connected to provide a feasible through-route for the Great American Rail-Trail. Further evaluation and research are needed.

The nearby Grand Teton National Park provides a wonderful example of building a successful multiuse trail to accommodate non-motorized visitors. Yellowstone presents unique topographical constraints that may prohibit the construction of a multiuse trail adjacent to the entire road system through the park, but given the well-documented effects of increased automobile travel through the park, a trail could help ameliorate some of those concerns.

Another option to consider in the interim period while an off-street trail through Yellowstone National Park is being explored is a shuttle service. Such a service could shuttle trail users (and their bicycles, if applicable) between Cody, Wyoming, and Gardiner, Montana, through Yellowstone. Tour services already exist in those communities, and future services could be tailored explicitly to travelers along the Great American Rail-Trail.

# 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.



**At Rails to Trails Conservancy, we are building a nation connected by trails. We reimagine public spaces to create safe ways for everyone to walk, bike and be active outdoors.**