

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)	20.1 (3.9%)
Total Great American Rail-Trail Gap Miles in Wyo. (% of Total State Mileage)	517.6 (96.1%)
Total Trail Gaps in Wyo.	6
Total Great American Rail-Trail Miles in Wyo.	517.6

GREAT AMERICAN RAIL-TRAIL ROUTE ASSESSMENT 2026

MAP 10: WYOMING

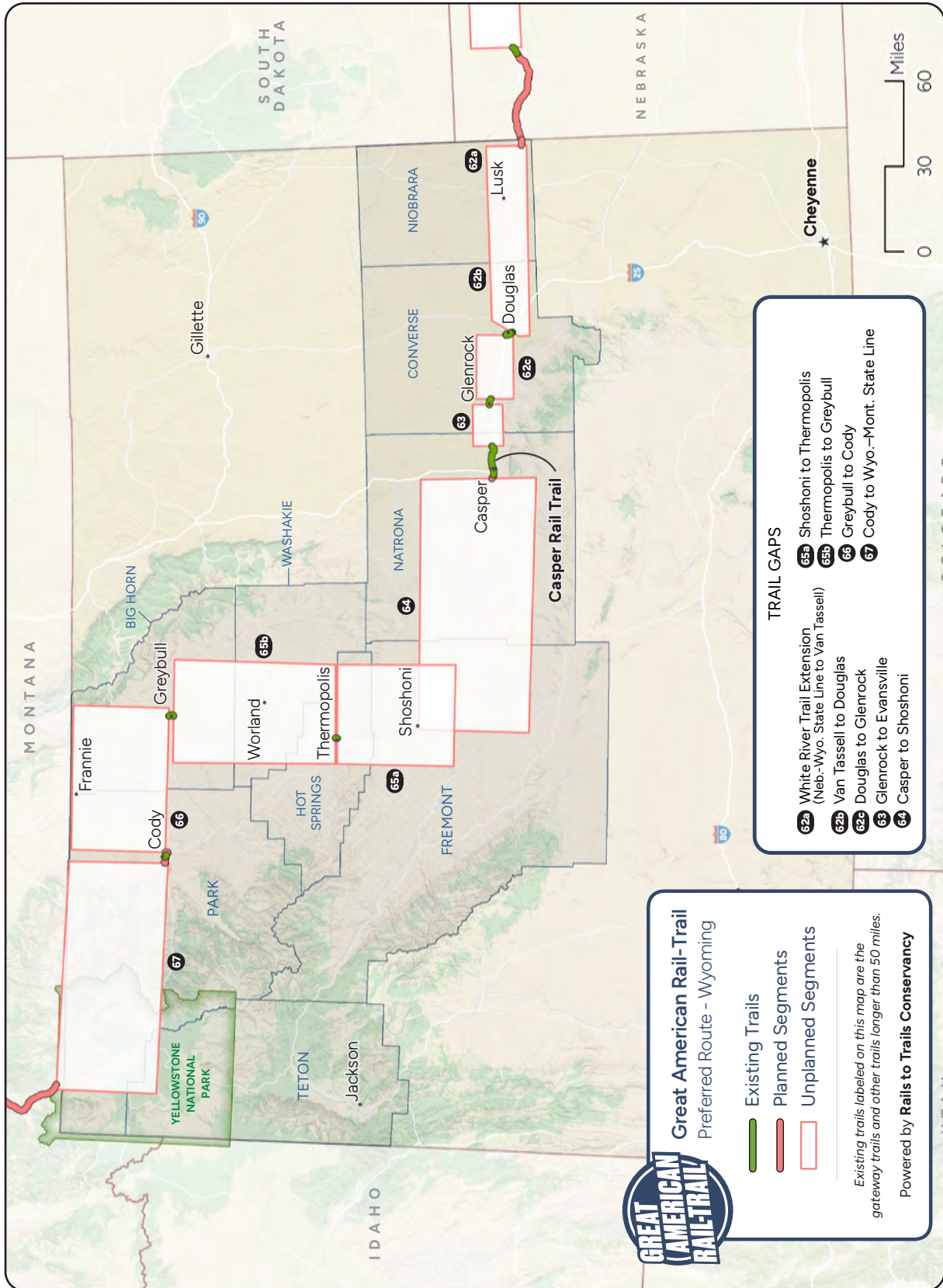


TABLE 21: GREAT AMERICAN RAIL-TRAIL ROUTE THROUGH WYOMING

Existing Trail or Trail Gap Name	Length in Wyo. Along Great American Rail-Trail (in Miles)
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	15.5
Casper Rail Trail	9.4
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	517.6
Existing Trail Miles	20.1
Trail Gap Miles	497.5

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, Inc., 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	cityofdouglas.org/192/city-parks-trails
TrailLink Map	traillink.com/trail/douglas-bike-path

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	• conversecountytourism.com/plan/glenrock-trail • glenrock.org/?SEC=CA1DCD8A-8CDA-%20489B-B420-F2D593DAD24E
TrailLink Map	traillink.com/trail/als-way

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. An extension of the Casper Rail Trail in 2025 added 3 miles to the trail and extended it closer to Edness Kimball Wilkins State Park. Discussions can now begin on the best ways to connect the trail eastward to Glenrock to fill this 15.5-mile gap.

CASPER RAIL TRAIL

Total Length / Total Length Along Great American Rail-Trail in Wyo. (in Miles)	9.4 / 9.4
Surface Type	Concrete
Trail Manager	Casper Parks Department
Website	platterivertrails.com
TrailLink Map	traillink.com/trail/casper-rail-trail

The Casper Rail Trail begins near Pou Road south of Edness Kimball Wilkins State Park and continues over 9 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, and 3 new miles were added in 2025 with a grant from the Wyoming Outdoor Recreation Collaborative Grant Program. 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

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	platterivertrails.com
TrailLink Map	traillink.com/trail/platte-river-trail-(wy)

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 Metropolitan Planning Organization 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.

In 2026, the Wyoming Department of Transportation is undertaking a study looking at alternative routes for frequent closures that stop traffic through the Wind River Canyon.

Trail Gap 65a travels through the eastern 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 an analysis of the Great American Rail-Trail route 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	traillink.com/trail/greybull-riverwalk-

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.

In 2025, the Environmental Protection Agency awarded a Recreation Economy for Rural Communities grant to Park County, home to both Powell and Cody. This technical assistance program coordinates collaboration among partners and stakeholders to develop a vision for outdoor recreation. Multiple convenings will happen in 2026, with a final community action plan expected in 2027.

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	codywy.gov/facilities/facility/details/beck-lake-park-10
TrailLink Map	trailink.com/trail/beck-lake-park-bike-trail

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.

In January 2026, Yellowstone National Park released the North Entrance Road Reconstruction Project Environmental Assessment for public comment. After a record-breaking flood in the summer of 2022 along the Yellowstone River, Gardner River and tributaries in Park County, Wyoming, and Park County, Montana, the national park closed the North Entrance Road. The national park used funding from the Federal Highway Administration's Emergency Relief for Federally Owned Roads to construct a temporary entrance via the gravel Old Gardiner Road. This temporary entrance was opened to the public in October of 2022.

The North Entrance Road Reconstruction Project Environmental Assessment presents four options for a permanent entrance. The preferred option includes constructing a new road and redesigning Old Gardiner Road as a multiuse trail. RTC submitted comments supporting this option, which would add 5 trail miles from Mammoth, Wyoming, to Gardiner, Montana. A final decision will be issued in 2026, with construction estimated to begin in 2027.

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.