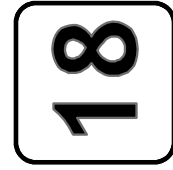
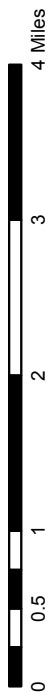




# Yelm Prairie Line Trail

- Trail, Shared Use, Existing
- - - Trail, Shared Use, Planned
- · - · - Trail, Shared Use, Proposed
- Route, On Street, Planned
- - - On Street Facilities, Proposed
- - - Featured Trail on Map
- Existing Bike Routes
- Bike Lane
- Wide Shoulder
- Commonly Used Local Roads
- - - Bicycle/Pedestrian Connection
- · - · - Active Railroad
- Local Streets
- ▲ Schools
- ▲ Libraries
- ▲ Trail Heads
- Nisqually Indian Reservation
- Urban Growth Areas
- Parks, Preserves, and Open Space
- Department of Defense Lands
- Unincorporated Thurston County



**Disclaimer**  
 This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to the accuracy or fitness of the information for a particular purpose.

## Yelm Prairie Line Trail

**Length:** 4.8 miles total (0.3 mile paved, 1 mile planned, 3.5 miles proposed)

**Type of Facility:** Shared-use Trail

**Lead Agency:** City of Yelm

**Partners:** Thurston County, Pierce County, Washington State Department of Transportation (WSDOT)

**Description:** The City of Yelm purchased a segment of the Yelm Prairie Line Railroad from Burlington Northern Railroad Company in 1998 with Federal Surface Transportation Program (STP) grant funds. Yelm owns the railroad ROW fee simple. This purchase acquired the railroad ROW and its underlying property from State Route 510 northeast to the Town of Roy in Pierce County. As a condition of acquiring this ROW with STP funds, the Federal Highways Administration required that a shared-use trail must be built along the length this corridor. The City of Yelm's Comprehensive Plan identifies the Yelm Prairie Line Trail as a Class 1 shared-use trail facility from State Route 510 to the Town of Roy. City of Yelm land use plans support future land use activities that support customers requiring rail shipping services, and active rail service could be restored to this corridor in the future. The City of Yelm may be the first in the region to not only provide a shared-use trail that connects to another county, but could also have a joint shared-use trail with active rail service. This trail will improve travel for bicycle and pedestrian traffic by providing an off street uninterrupted route through the center of Yelm and expand the greater Yelm-Tenino Trail Corridor.

**Connections and Destinations:** City center of Yelm, Town of Roy, City of Yelm and unincorporated Thurston County residential communities, Yelm City Park, Yelm-Tenino Trail

**Cost Estimates:** Engineering, Phase I Design \$80,925

### Conditions and Recommendations:

*(Recommendations are in bold)*

- ① The City of Yelm secured a \$70,000 Regional Surface Transportation Program grant and an additional \$10,925 in local funds to complete the design phase of this planned portion of shared-use trail from State Route 510 to Canal Road. The design will include a 10 foot wide shared-use path. Landscaping and on-street parking will be included at Rhoton Road and First Street to enhance trail user access to this facility. The City has not secured funding for the construction phase of this planned portion.
- ② There is an existing 0.3 mile paved segment from Canal Street northeast to the Canal Bridge. This segment was privately funded by residential development adjacent to the trail. It is open for public use.
- ③ The 3.5 mile segment of the proposed Yelm Prairie Line Trail extends beyond Yelm city limits

and will require a region-wide effort to finance, plan, and design and build this trail corridor. A partnership including City of Yelm, Town of Roy, and Thurston and Pierce counties is essential to effectively evaluate this trail's development strategy. **The City of Yelm should evaluate the existing railroad bridge structure across the Nisqually River for possible trail use. If this bridge is being considered for future rail service, an alternative trail crossing should be evaluated in this trail's planning process. In addition, any future reactivation of rail service along this corridor will require that a fence or some type of barrier be constructed to separate the trail facility from the operational railroad tracks.** The City has not secured funding for the design or construction phases of this proposed segment.

- ④ A future Yelm Loop Alternate Bypass is planned around the northern edge of Yelm city limits to detour through traffic off of Yelm Avenue. WSDOT is the lead agency on the State Highway Project. Plans for this future planned facility include 8 foot wide non-motorized pathways on both sides of the road to serve non-motorized travel in each direction. Although these pathways will be separated from the motor vehicle lanes by a vegetated swale, these paths are not technically shared-use trails, however they will likely function as such. **WSDOT should include design provisions to connect the future Yelm Loop Bypass non-motorized facilities with the existing and proposed segments of the Yelm-Tenino Trail.**