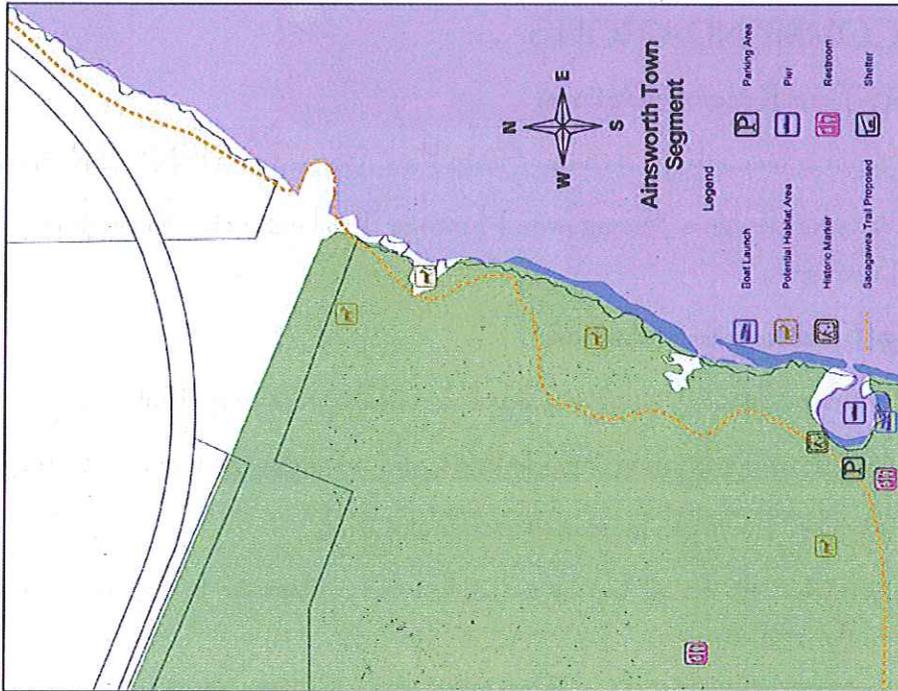
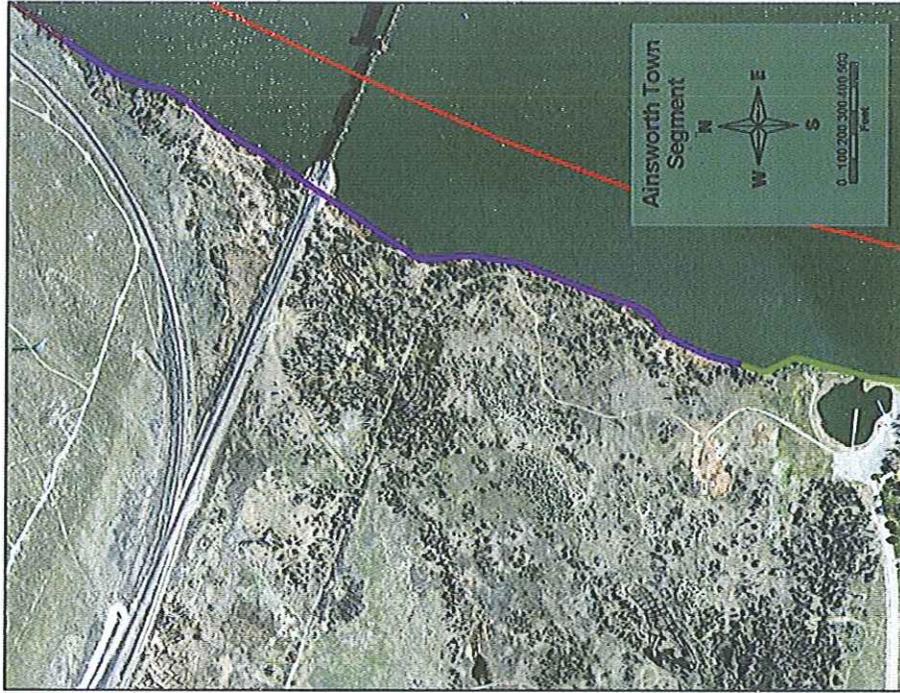
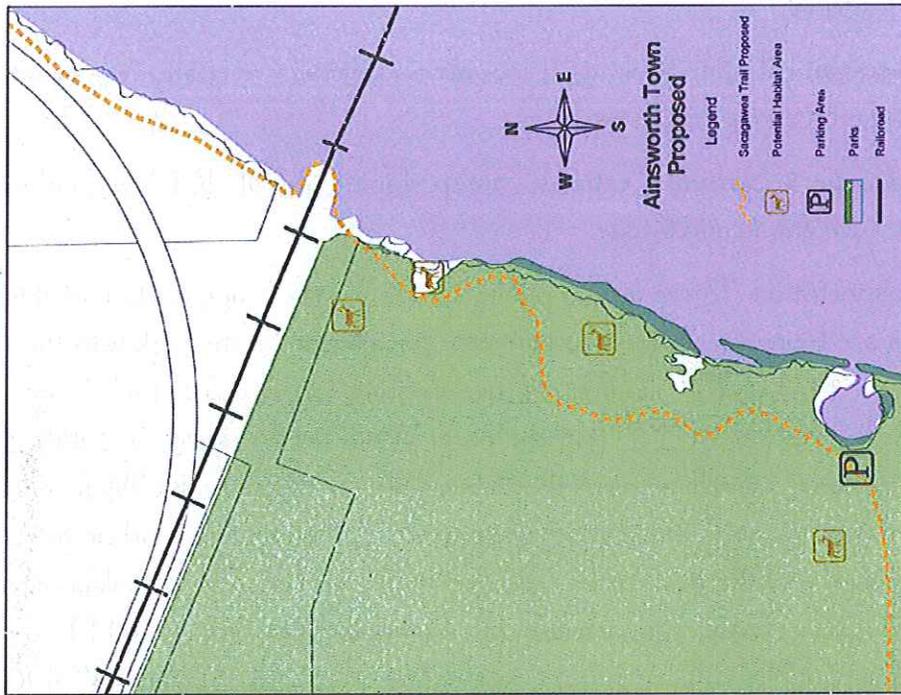




Ainsworth Town

- a) **Ownership:** US Government
- b) **Landscape & Natural Features:** steep slope areas, BNSF R-O-W with trestle bridge; overgrown with mostly non-native vegetation, salt deposits and marsh/swamp areas
- c) **Transportation:** There are no direct public access points to this point. An undeveloped, meandering path extends north from Sacagawea State Park to the site.
- d) **General Land Use Pattern:** Vacant with an undeveloped archaeological site from the former Town of Ainsworth.
- e) **Linkage and Amenities Opportunities:** The Ainsworth Town site could be developed as an historic site. The undeveloped path which winds through the site could easily be developed into an extension of the Sacagawea Trail as it converges with the Columbia Plateau trail along the Snake River.
- f) **Linkage and Amenities Constraints:** Much of the proposed Trail path lies in Railroad right-of-way. Any trail development would be dependent upon vacation of existing rail uses and cooperation of the railroad.
- g) **RECOMMENDATIONS:**
- h) **Short-Term Recommendations:**
 - i) Begin conversations with the State Park Service and BNSF Railroad.
 - ii) Plan and design a Sacagawea Heritage Trail extension through the Ainsworth Town site.
- i) **Long-Term Recommendations:**
 - i) continue Sacagawea path towards Ice Harbor Dam trail linkage;
 - ii) place drinking fountains, shade trees, and restroom facilities at strategic points;
 - iii) Develop Town of Ainsworth archaeology site
 - iv) Consider the possibility of a cantilevered pedestrian bridge built to the side of the BNSF bridge





Tidewater Terminal

- a) **Ownership:** BNSF Railway/Tidewater Terminal Company/Washington State Parks and Recreation Commission.
- b) **Landscape & Natural Features:** Steep slope; BNSF R-O-W ; industrial uses; US-12 highway and bridge
- c) **Transportation:** There are no public access points to any portion of this segment. Plans are being considered to connect Sacajawea State Park with the Columbia Plateau Trail (CPT). Currently two existing, off-site fuel tank farms prevent a direct link between CPT and the park. While the Washington State Parks and Recreation Commission owns the former BNSF Railroad ROW just north of the Tidewater terminal, the Southern part of CPT to Ice Harbor has yet to be developed and the trail still has railroad tracks and is used for railcar storage. The Washington State Department of Transportation (WSDOT) is scoping a project to build an interchange over highway 12. The current WSDOT plans include a bridge wide enough to include a bike lane. One potentially indentified route would follow Sacajawea Park Road up to the bridge and a route would have to be identified to connect from the bridge to the Southern end of the Trail.
- d) **General Land Use Pattern:** this area is developed with two fuel storage tank facilities, with the balance of the land being vacant.
- e) **Linkage and Amenities Opportunities:** Plans are being considered to connect Sacajawea State Park with the Columbia Plateau Trail (CPT). The Washington State Parks and Recreation Commission owns the former BNSF Railroad ROW just north of the Tidewater terminal. WSDOT is scoping a project to connect Sacajawea Park to the CPT via Sacajawea Park Road up to an interchange over highway 12, including a bridge wide enough to include a bike lane.
- f) **Linkage and Amenities Constraints:** Two off-site fuel tank farms prevent a direct link between the Columbia Plateau Trail and the park. While the Washington State Parks and Recreation Commission owns the former BNSF Railroad ROW just north of the Tidewater terminal, the Southern part of CPT to Ice Harbor has yet to be developed and the trail still has railroad tracks and is used for railcar storage.

g) RECOMMENDATIONS:

Long-Term Recommendations:

- i) Continue the Sacagawea Trail/Columbia Plateau Trail towards the Columbia Plateau/Ice Harbor Dam trail linkage;
- ii) Install drinking fountains, shade trees, and restroom facilities at strategic points;
- iii) Consider the possibility of a cantilevered pedestrian bridge built to the side of the BNSF bridge

