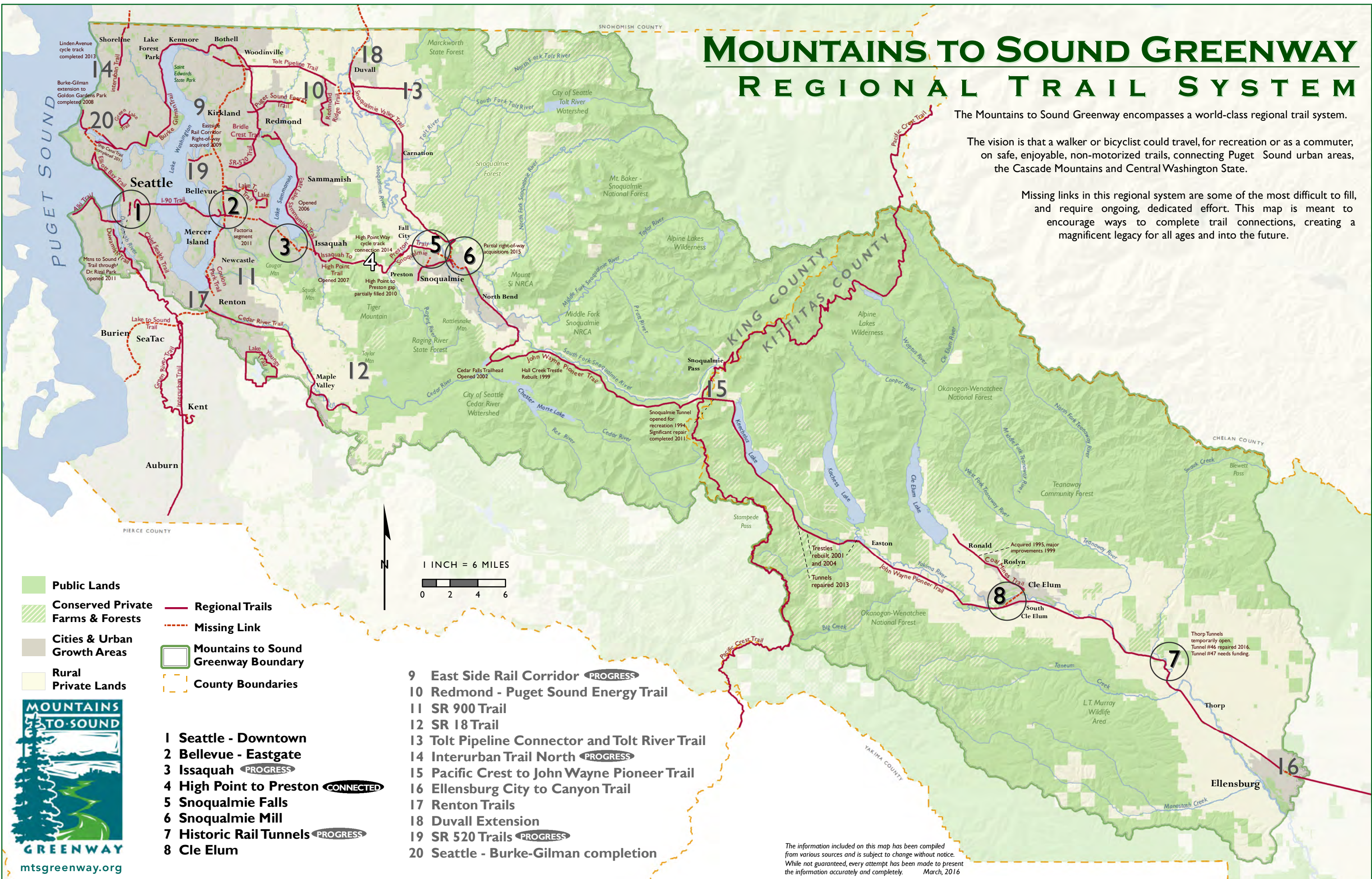


MOUNTAINS TO SOUND GREENWAY REGIONAL TRAIL SYSTEM

The Mountains to Sound Greenway encompasses a world-class regional trail system.

The vision is that a walker or bicyclist could travel, for recreation or as a commuter, on safe, enjoyable, non-motorized trails, connecting Puget Sound urban areas, the Cascade Mountains and Central Washington State.

Missing links in this regional system are some of the most difficult to fill, and require ongoing, dedicated effort. This map is meant to encourage ways to complete trail connections, creating a magnificent legacy for all ages and into the future.



- Public Lands
- Conserved Private Farms & Forests
- Cities & Urban Growth Areas
- Rural Private Lands
- Regional Trails
- Missing Link
- Mountains to Sound Greenway Boundary
- County Boundaries



- 1 Seattle - Downtown
- 2 Bellevue - Eastgate
- 3 Issaquah PROGRESS
- 4 High Point to Preston CONNECTED
- 5 Snoqualmie Falls
- 6 Snoqualmie Mill
- 7 Historic Rail Tunnels PROGRESS
- 8 Cle Elum
- 9 East Side Rail Corridor PROGRESS
- 10 Redmond - Puget Sound Energy Trail
- 11 SR 900 Trail
- 12 SR 18 Trail
- 13 Tolt Pipeline Connector and Tolt River Trail
- 14 Interurban Trail North PROGRESS
- 15 Pacific Crest to John Wayne Pioneer Trail
- 16 Ellensburg City to Canyon Trail
- 17 Renton Trails
- 18 Duvall Extension
- 19 SR 520 Trails PROGRESS
- 20 Seattle - Burke-Gilman completion

The information included on this map has been compiled from various sources and is subject to change without notice. While not guaranteed, every attempt has been made to present the information accurately and completely. March, 2016

GREENWAY REGIONAL TRAILS

A key Mountains to Sound Greenway goal is to have a fully connected regional trail system across the entire landscape. For the Greenway Regional Trail along Interstate 90, the Greenway Trust serves as a catalyst for action to develop designs, secure funding and finalize this route. For the extended network within the Greenway landscape, the Greenway Trust supports partners and promotes opportunities and successes.

Regional trails are significant transportation and recreation routes, and are essential to ensuring a high quality of life in Greenway communities.

GREENWAY REGIONAL TRAIL ALONG I-90

1 SEATTLE GAP

.5 miles - From Seattle waterfront to Beacon Hill and existing I-90 Trail. Seattle DOT and WSDOT have designed trail connections from the Seattle waterfront and the wide sidewalk trail near the sports stadiums, over I-5, to Beacon Hill. Seattle DOT and WSDOT constructed phase 1 in 2011, which connects the I-90 trail to a new trail through Dr. Jose Rizal Park and a crossing over I-5 at an existing overpass at South Holgate Street. Future plans, highlighted in the Seattle Bicycle Master Plan, include crossing I-5 farther north, near Jose Rizal and the International District, to make a more direct connection to downtown Seattle.

Action: Seek funding for additional connections across I-5.

Who: City of Seattle Transportation, Washington State Department of Transportation, Seattle Bicycle Advisory Board, Cascade Bicycle Club.

2 BELLEVUE EASTGATE GAP

3.6 miles - From the east end of the I-90 trail at Factoria to east end of Bellevue city limit.

Action: Preliminary design completed in a 2012 trail study, using Scenic Byways grant funding. Seek significant additional funding to build the link on the south side of I-90 from Factoria to Lakemont Boulevard, through a densely populated urban area.

Who: City of Bellevue, Citizens Advisory Council, Greenway Trust

3 ISSAQUAH LAKE SAMMAMISH GAP - **PROGRESS**

1 mile - From I-90 trail at W. Lake Sammamish Pkwy. to E. Lake Sammamish Pkwy. South of I-90, City of Issaquah has installed 5-foot bike lanes along both sides of Newport Way, as well as a separated walking path, from the Issaquah/Bellevue border at Lakemont Boulevard to SR900.

Action: Future vision is to develop a safe, user-friendly and true multi-use, grade separated trail along the north right of way of Newport Way. Also work to connect Klahanie trails to regional trail system.

Who: City of Issaquah, City of Sammamish, King County.

4 HIGH POINT TO PRESTON GAP - **CONNECTED**

.75 miles - From High Point to Preston trail, which runs north of I-90 from Exit 20 and heads east, to just west of Preston where paved Preston to Snoqualmie trail begins. WSDOT built 1.25 miles of new trail in 2010 to partially close this gap between High Point and Preston. Proximity to East Fork Issaquah Creek and I-90 presented a challenge in its construction. This new separated trail segment connects trails from Issaquah and greater Puget Sound on the west to the community of Preston on the east. Funding came from the Washington State Legislature and WSDOT. King County Roads filled the remaining gap of .75 miles with a cycle track on the south side of High Point Way.

Action: Completed!

Who: WSDOT, King County.

5 SNOQUALMIE FALLS GAP

2 miles - From end of Preston-Snoqualmie Trail on Lake Alice Plateau to Snoqualmie Valley Trail just east of Snoqualmie Falls. King County, the City of Snoqualmie and other partners are exploring ways to fill this gap which will require a bridge over the Snoqualmie River.

Action: Develop feasible plan in conjunction with the Snoqualmie Tribe. Once planned, seek construction funds.

Who: King County, City of Snoqualmie, Snoqualmie Tribe, Northwest Railway Museum

6 SNOQUALMIE MILL GAP

1 mile - There is a gap in the Snoqualmie Valley Trail at the former Weyerhaeuser Mill. The Snoqualmie Valley Trail follows the former Everett branch of the Milwaukee Road railway from Duvall, all the way to the Iron Horse State Park western terminus.

Action: Plan, fund and build this connection.

Who: King County, City of Snoqualmie and private landowners.

7 HISTORIC RAILWAY TUNNELS **PROGRESS**

The John Wayne Pioneer Trail in Iron Horse State Park, on the former Milwaukee Road railway, serves as the backbone of the regional trail system in the Greenway. Two historic railway tunnels near Easton were renovated in 2013. The State Legislature funded the repair of one of two Thorp tunnels in 2015 and the other will remain temporarily open with a waiver system as it still requires extensive repairs.

Action: Support significant funding allocation to Washington State Parks to fully reopen this popular, cross-state trail.

Who: Washington State Parks.

8 CLE ELUM GAP

1 mile - Connect the Coal Mines Trail to the cross-state John Wayne Pioneer Trail / Iron Horse State Park. An extension of the Coal Mines Trail will need to cross under I-90, over the BNSF railroad tracks and the Yakima River, and through South Cle Elum to the John Wayne Pioneer Trail.

Action: Secure crossings and acquire right-of-way through South Cle Elum.

Who: Coal Mines Trail Commission, Cities of Cle Elum and South Cle Elum, Washington State Parks, Burlington Northern Santa Fe Railroad, Washington State Department of Transportation, Kittitas County.

EXTENDED REGIONAL TRAIL NETWORK

9 EAST SIDE RAIL CORRIDOR - **PROGRESS**

Eastside Greenway Alliance formed in 2016 to promote trail development in this 25-mile rail right-of-way in King County, connecting Renton, Bellevue, Kirkland, Redmond, Woodinville and Snohomish County. A 7-mile spur runs from Woodinville to Redmond. The Port of Seattle acquired the Corridor in 2009, and King County acquired it in 2012. Redmond purchased 3.9 miles in 2010, called the Redmond Central Connector, and Kirkland 5.75 miles in 2011, called the Cross Kirkland Corridor. Gaps include a connection between the East Lake Sammamish Trail to the Redmond Central Connector; a connection from the Redmond Central Connector to Cross Kirkland Corridor; and the Wilburton Tunnel in Bellevue. The goal is to develop trail facilities across jurisdictions in conjunction with preserving a transportation corridor for future use.

10 REDMOND PUGET SOUND ENERGY TRAIL EXTENSION

Connect the Puget Sound Energy pipeline corridor trails through Redmond and through the Redmond Watershed Preserve. City of Redmond and Puget Sound Energy will continue to work with landowners to secure easements.

11 SR 900 TRAIL

3 miles - The proposed Cedar River - Lake Sammamish Trail is planned parallel to SR 900, south of I-90. The City of Issaquah and WSDOT constructed a pedestrian/multiple-use trail bridge adjacent to the I-90 overpass at exit 15 to cross I-90. A segment of this trail was built between I-90 and the Talus development. Future plans should connect new Issaquah area trail segments south from Talus to the Cedar River Trail.

12 SR 18 TRAIL

Build trail along SR 18 between Maple Valley and Snoqualmie. WSDOT could design and build this King County priority trail.

13 TOLT PIPELINE CONNECTOR AND TOLT RIVER TRAIL

Build connector from Tolt Pipeline Trail to potential Tolt River Trail. Build trail from Carnation east along Tolt River, to connect back to Tolt Pipeline.

14 INTERURBAN TRAIL NORTH - **PROGRESS**

Connect Interurban Trail through Shoreline and to Seattle regional trails. Much of the original Interurban right-of-way through North Seattle has been privatized, resulting in signed road routes for bicyclists. Seattle Neighborhood Greenways may help to create safe, off-road connections. SDOT completed Linden Avenue cycle track from 145th to 128th in 2013.

15 PACIFIC CREST TO JOHN WAYNE PIONEER TRAIL

Develop trail access between Pacific Crest Trail and John Wayne Pioneer Trail so east-west hikers can connect to the north-south Pacific Crest. John Wayne Pioneer Trail in Iron Horse State Park travels through the 2.3-mile Snoqualmie Tunnel underneath Snoqualmie Pass. The Pacific Crest Trail runs high above.

16 ELLENSBURG - CITY TO CANYON TRAIL

The City to Canyon trail will link the John Wayne Pioneer Trail to the Yakima River Greenway, connecting parks, supporting wildlife corridors, and providing access to the scenic Yakima River. The City of Ellensburg City-to-Canyon Trails Committee has conceptualized a non-motorized trail that will need to travel through public and private lands, linking the cross-state rail trail to Irene Rinehart Riverfront Park and the mouth of the Yakima River Canyon at Helen McCabe State Park.

17 RENTON TRAILS

Connect the Lake Washington Trail to the Cedar River Trail. The City of Renton recently built a section of trail from Gene Coulon Memorial Park, heading south along Logan Avenue North. Future plans include extension of a trail to the Cedar River Trail, as well as to trails around both sides of Lake Washington. Also, the planned Lake to Sound Trail will connect the southern tip of Lake Washington to Puget Sound in Des Moines.

18 DUVALL EXTENSION

The Snoqualmie Valley Trail does not currently extend north of Duvall. Undeveloped trail right-of-way, with partial ownership by the respective County Parks, exists north to Monroe, which could allow a potential future connection to the Centennial Trail. Snohomish County has plans and funding to construct the trail from Monroe, south to county line.

19 SR 520 TRAILS - **PROGRESS**

The new SR 520 bridge opening in 2016 over Lake Washington will bring new trail connections in Seattle on the west side and Redmond on the east. WSDOT and the cities of Seattle and Redmond plan to fully connect trails from the new bridge into adjacent communities.

20 SEATTLE - BURKE-GILMAN COMPLETION

1.5 miles - The final stretch of the Burke-Gilman Trail in Ballard, between 11th Avenue NW and NW 45th Street, and 30th Avenue NW and NW 54th Street. City of Seattle is in litigation regarding the trail route along a working freight railroad. Once legal obstacles are overcome, funding is in place and City of Seattle will build the trail connector to fill this important missing link.