Here Today for Tomorrow
Mountains to Sound Greenway

The Greenway is the spectacular landscape that connects Seattle and central Washington, including natural lands, rivers and communities.
Spectacular Landscapes

“If ever there was a place where city and wild country could live side by side, this would be it, each needing the other…”

- Timothy Egan
Nearby Recreation
Dynamic Communities
Collaborative Planning

A Vision in Progress
A green corridor of productive forests and farms, parks, rivers, lakes and communities, demonstrating our regional commitment to a high quality of life and a sustainable environment;

A green parkway accessible to residents and visitors, providing recreational, scenic and economic opportunities;

A commitment to protect fish and wildlife resources and to respect private property interests in lands and facilities that contribute to the Greenway character;
Cooperative Follow Through
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Guiding Principles

- Empower local communities
- Help facilitate local decisions
- Find Common Middle Ground for Action
- Carry a pragmatic, long-term View
- Strive for a healthy balance between people and nature
Cedar River Ed Center

Environmental Education

Mercer Slough

Tiger Mountain
The Mountains to Sound Greenway

A scenic mountain highway, powerful rivers, clear mountain lakes and historic towns all lie within a 90-minute drive from Seattle along Interstate 90, Washington’s main east/west thoroughfare. From the Seattle waterfront to the dry hills and cattle ranches of Kittitas County, these treasures of Northwest nature and history are both easy to reach and carefully preserved as part of the Mountains to Sound Greenway. Whether it’s a tour of Northwest highlights for out-of-town visitors, a Sunday drive for the family, historic towns or the
Regional Trails

Photo: Karl Forsgaard
The Greenway Trust helps local communities and agencies find funding and make plans to finish missing links. Completing this connected trail system is essential in regional efforts to create a sustainable transportation network.
THE I-90 GREENWAY REGIONAL TRAIL SYSTEM

It's Time To Fill The Gaps

Most of the regional trail system along Interstate 90 within the Mountains to Sound Greenway is in place.

The vision is that a walker or bicyclist could travel on safe, enjoyable, non-motorized trails, beginning at the Seattle waterfront and ending east to the John Wayne Pioneer Trail and across the state.

Missing links in this great regional system total less than 10 miles; they exist because they are tough gaps to fill. The descriptions below inspire ways to complete trail connections that will serve both commuter and recreational uses and be a magnificent legacy for the future.

1 Seattle Gap
5.5 miles - From Seattle waterfront to Beacon Hill. Seattle DOT and WSDOT have designed a trail from the Seattle waterfront and the wide sidewalk trail south of S Tacoma, over I-5, to Beacon Hill. Partially funded.
Action: Current design and funding for Phase 1 is in place to cross I-5 at South Holgate Street and build a new trail through Joe Roux Park, which will connect to the west end of the I-90 Trail.
Future Phase 2 plans include crossing I-5 farther north, near Joe Roux, to make a more direct connection to the area around the sports stadiums. This second phase has conceptual planning and preliminary design in place.

2 Eastgate Gap
1.5 miles - From the east end of the I-90 trail at Factoria to east end of Bellevue city limit.
Action: Work with the City of Bellevue to seek funds for design to complete most feasible link on the south side of I-90 from Factoria to Lakemont.

3 Issaquah Gap
1 mile - From I-90 trail at W. Lake Sammamish Pkwy. to E. Lake Sammamish Pkwy. There has been much recent progress on this gap. South of I-90, Newport Way has a new 12-foot bike lane along the road, between Lakemont Boulevard and SR908.
Action: A major gap exists crossing I-90 at exit 15. The City of Issaquah has funding for a solution to allow safe crossing over I-90. A future vision is to develop a true multi-use, off-road trail along Newport Way.

4 High Point Gap
1.25 miles - From High Point trail end north of I-90 at Exit 20 to just west of Preston where paved County trail begins.
Action: The State Legislature has allocated $3.6 million for construction. WSDOT has started construction on closing this gap between East Fork Issaquah Creek and I-90, with construction expected to be completed in 2010.

5 Snoqualmie 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.
There is also a gap in the Snoqualmie Valley Trail at the former Weyerhaeuser Mill site. King County and Weyerhaeuser are working on plans for a connection.
Action: Develop feasible plan in conjunction with the Snoqualmie Tribe. Once planned, seek construction funds.

6 Cle Elum Missing Link
1 mile - From end of Coal Mine Trail in Cle Elum to the cross-state John Wayne Pioneer Trail in South Cle Elum. An extension of the Coal Mine Trail will need to cross under I-90 and 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.

The Mountains to Sound Greenway Trust - mtsgreenway.org
Majors improvements have been made this year to the 5-mile Coal Mines Trail between Cle Elum, Roslyn and Ronald in upper Kittitas County. A 6-person Trail Commission has overseen the installation of culverts, signs, benches and a graded soft trail surface. Their next project is publication of a pamphlet to explain the history along the trail.

“We want to make it the best trail in the state,” chuckles Gary Wrigg, Trail Commission Chair. “But you understand, it’s one of the shortest, best trails.”

The trail was purchased in 1995 by Cle Elum, Roslyn and Kittitas County from the Burlington Northern Southern Pacific Railroad, which was abandoning the line. For almost a century before, the railroad had moved coal from the mines between the two towns to a coal loading and transfer point in Cle Elum.

Greenway Board members Terry Wulfjern and Ray Owens were instrumental in gaining local public investment for the trail and Patsy Bullitt Collins, a member of the Greenway Advisory Council, made a critical donation to assist the communities.

Wrigg heads the trail commission, made up of representatives from the two cities and Kittitas County. Using funds donated to Greenway projects by Puget Sound Energy, the commission has moved forward on turning a rough railroad right-of-way into an attractive non-motorized route that’s easy to use and interesting for residents and tourists.

Keeping Things at a Slower Pace

Surfacing the trail became an important issue. “We chose building sand because it packs nice and holds up,” Wrigg explains. “We’ve resisted blacktop because our mission is to preserve the historic and cultural background of this route. The sand helps keep the speed down and keep the trail clean where people can be comfortable walking and taking more time.”

“We see a lot of people of all ages on the trail now, walking, jogging and riding horses,” Wrigg says. “We put in benches at various spots so that it’s easier for senior citizens to walk and rest. Now that we have historic marker signs up, we’re working on publishing a pocket booklet that will tell more of the story. We also want to add small signs that identify the plants and trees.”

Among the regular users of the trail is Wrigg himself and a horse-drawn trolley excursion which he offers on weekends. “We’ve had school classes with teachers come out and we even had a group of Seattle kids from the YMCA out to ride the trolley. We try to make it educational about the history of our towns and the story of coal mining.”

“We have an ‘adopt-a-trail’ plan in the works for ongoing maintenance, but quite honestly, people are just keeping the trail clean on their own,” Wrigg says. With the new emphasis on history along the trail, he hopes the local historical society will help start a non-profit Friends of the Trail group.
New trail gives Issaquah access

Eastside bikers and pedestrians waited patiently as Issaquah Mayor Ava Frisinger snipped a 14-foot gold ribbon Wednesday. They were eager to...

By Meghan Peters
Seattle Times Eastside bureau

Eastside bikers and pedestrians waited patiently as Issaquah Mayor Ava Frisinger snipped a 14-foot gold ribbon Wednesday.

They were eager to put foot — and wheel — onto the newly completed Issaquah-High Point Trail Connector, a bike and pedestrian trail that extends from the south end of the East Lake Sammamish Trail and runs along the north side of Interstate 90 to the Issaquah Highlands.

The $1.5 million trail, funded primarily by state and federal grants, has been in the works for four years, when the city received its first grant for the link. Construction began in May.

"It’s an important link as Issaquah grows as an urban center," said King County Councilmember Kathy Lambert, R-Redmond.

The connector provides access to the Mountains to Sound Greenway from the Issaquah-Franson Trail. It's part of the King County Regional Trail System and the Interstate 90 Cross State Trail System and consists of nearly one mile of a 10-foot-wide paved surface with 2-foot gravel shoulders on each side.
Seattle Post-Intelligencer
Monday, February 26, 2007

From ‘the Jungle’ to a trail
Beacon Hill welcomes Mountains-to-Sound Greenway

BY DEBRA CARLTON HARRELL
I-5 reporter

Beacon Hill residents have fought crime, helped clean up a local park known as “the Jungle” and now enthusiastically await a trail linking their neighborhood to the Mountains-to-Sound Greenway.

The proposal, offering a multipurpose north-south trail on the west side of Beacon Hill as well as a long-awaited connection to the Sodo area, will be discussed in a public meeting Wednesday.

Residents support the trail.

SEE TRAIL, B2

TRAIL: ‘Connection over I-5 is very important to us’

FROM B1

saying it would better connect the neighborhood and link it to the city, and that it would enhance public safety by bringing more bicyclists, walkers, joggers and others through the area.

Jodie vice, a Beacon Hill resident, chairwoman of the Seattle Pedestrian Advisory Board and co-chairwoman of the advocacy group Beacon Hill Pedestrians, said the trail would offer “a great opportunity to connect Beacon Hill and downtown.”

“This is a community where people like to walk and bike into the city; we’re close enough where we can,” Vice said. “The connection over I-5 is very imp...}

IF YOU GO

The Seattle Department of Transportation is holding a public open house Wednesday to discuss extending the Mountains-to-Sound Greenway Trail in the Beacon Hill area south to the South Holgate Street Bridge (Phase One) and across Interstate 50 from North Beacon Hill to the Sodo area (Phase Two). The meeting is from 6 to 9 p.m. at Beacon Hill Elementary School, 205 34th Ave. S. For more information: cityofseattle.net/ban/ go/to/seattlepdi.com/542.

25,000 square feet of ivy.

“We’re also going to have a forest experience again that’s accessible from downtown; a true forest experience in an urban setting is a darn good thing,” said project manager Mike Ward of the Seattle Department of Transportation.

Project manager Mike Ward of the Seattle Department of Transportation said developing the trails plan has been a multi-faceted effort, including the city, the community, the Mountains-to-Sound Greenway Trust, many recreational groups and the state Department of Transportation, which owns 85 percent of the project’s right of way.

“We’re still figuring some things out, like the switchbacks, but the process has been pretty positive,” Ward said.
High Point to Preston Pedestrian and Bicycle Trail
Located 7.6 miles east of Issaquah running along the north side of Interstate 90.
Wall Construction
Retaining Walls
Prefabriicated Pedestrian Bridge
Opportunity for Trail Connections in Bellevue
Livable Communities

Clean Air and Water
Sense of Place
Here Today for Tomorrow