

Mountains to Sound Greenway

National Heritage Area

The Mountains to Sound Greenway National Heritage Area 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.



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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. November 2025.

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 Mountains to Sound Greenway Trail along Interstate 90, the Greenway Trust serves as a catalyst for action to finalize this route. For the extended network within the Greenway landscape, the Greenway Trust supports partners and promotes opportunities and successes.

Mountains to Sound Greenway Regional Trail

1 Mountains to Sound Greenway Trail, Seattle
.5 miles - From Seattle waterfront to Beacon Hill and existing I-90 Trail. Seattle’s new Waterfront Park boasts a north-south connecting trail along Puget Sound. The east-west SR519 trail, built in 2011, runs past the sports stadiums. There is a gap to get over I-5 to the existing Mountains to Sound Greenway Trail through Dr. Jose Rizal Park. Future plans, highlighted in the Seattle Bicycle Master Plan, include crossing I-5 farther north near the International District to make a more direct connection to downtown Seattle.
Action: Seek funding for additional connections across I-5.
Who: SDOT, WSDOT, Seattle Bicycle Advisory Board, Cascade Bicycle Club.

2 Mountains to Sound Greenway Trail
3.6 miles – From the east end of the I-90 Greenway Trail at the I-90/I-405 interchange, through Factoria, to east end of Bellevue city limit. The Greenway Trust secured the original National Scenic Byways grant in 2011 for conceptual design of a new trail on the south side of Interstate 90 through the densely-populated Eastgate neighborhood. Funding has been allocated from the City of Bellevue, Puget Sound Regional Council, and the Washington State Legislature in order to break ground in 2020 on the first segment, which includes a bridge over Factoria Boulevard to separate bicyclists and walkers from automobiles, a tunnel under existing freeway ramps, and a path heading eastward to 132nd Avenue SE. The second phase of construction, from 132nd to 142nd Place SE, was completed in 2021, with the third phase of construction planned from 142nd to 150th in 2026. Additional phases will build a trail all the way to Lakemont Boulevard and Issaquah.
Action: Seek transportation funding for future phases of construction for this critical gap.
Who: City of Bellevue, Washington State Department of Transportation, Washington State Legislature

3 Issaquah to East Lake Sammamish Gap; East Lake Sammamish Trail **PROGRESS**
1 mile - From I-90 trail to E. Lake Sammamish Pkwy and East Lake Sammamish Trail. 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.
In 2023 King County completely finished the East Lake Sammamish Trail from Marymoor Park to Lake Sammamish State Park and central Issaquah.
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. Who: City of Issaquah, City of Sammamish, King County

4 High Point to Preston Gap **CONNECTED**
.75 miles - The 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: Pave the trail from Issaquah to Preston.
Who: WSDOT, King County

5 Preston to Snoqualmie Ridge Gap
2.6 miles - Connecting the Preston community to the SR 18/I90 interchange at Snoqualmie Ridge. This is a priority for King County Parks and a critical gap in the cross-country Great American Rail-Trail.
Action: Create conceptual plan and develop route options
Who: WSDOT, King County, WADNR, City of Snoqualmie

Extended Regional Trail Network

6 Snoqualmie Falls Gap
2 miles - From 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.
Action: Develop route options.
Who: King County, City of Snoqualmie, Snoqualmie Tribe, Northwest Railway Museum

7 Snoqualmie Mill Gap
1 mile - There is a challenging gap through the former mill site. The Snoqualmie Valley Trail serves as a backyard route for transportation and recreation in the valley. Partners are working to connect towns and main street businesses to trail users through adding trail infrastructure and installing wayfinding signs.
Action: Plan, fund and build this connection.
Who: King County, City of Snoqualmie and private landowners.

8 Historic Railway Tunnels **PROGRESS**
The Palouse to Cascades State Park, on the former Milwaukee Road railway, serves as the backbone of the regional trail system in the Greenway. Funded by the State Legislature, the 2-mile Snoqualmie Tunnel at Snoqualmie Pass was repaired and reopened in 2011; two historic railway tunnels near Easton were renovated in 2013; and two tunnels near Thorp were renovated between 2015 and 2018.
Action: Support significant, ongoing funding allocations to Washington State Parks to effectively manage and repair this popular, cross-state trail.
Who: Washington State Parks

9 Cle Elum Gap
1 mile - Connect the Coal Mines Trail to the cross-state Palouse to Cascades State Park Trail. 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 its historic depot and trailhead for the Palouse to Cascades State Park 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, WSDOT, Kittitas County

10 Eastrail **PROGRESS**
The Eastrail rail-to-trail runs 42 miles on the east side of Lake Washington, from Renton to Snohomish County, connecting communities to light rail and transportation options, to parks, and to each other. Gaps are being filled across multiple jurisdictions to create a fully-connected corridor that will transform active transportation east of Lake Washington.
Accomplishments:

- Port of Seattle acquired the East Side Rail Corridor in 2009, bringing nine governmental entities together through different ownership to create a vision for the 42-mile Eastrail. King County Parks acquired portions in 2013.
- Cities have acquired portions of the trail too, and multiple sections have opened, including Cross Kirkland Corridor in 2015 (interim) and 2017 (finished); Redmond Central Connector in 2017 (interim) and 2025 (finished); and 4 miles of trail between Gene Coulon Park in Renton and Newcastle Beach Park in Bellevue in 2018.
- In 2020, Eastrail Partners was launched as the nongovernmental entity catalyzing and uniting the Eastrail vision. Kirkland to Woodinville section opened 2022.
- Totem Lake Connector bridge and Northup connector ramp built in 2023.
- NE 8th bridge was completed in 2024, linking Eastrail to community in Bellevue.
- The private sector has stepped into supporting a fully connected Eastrail, including direct investment in the trail by Kaiser Permanente, REI Co-op, Meta, and others.

Who: Regional Advisory Council made up of multiple jurisdictions; Eastrail Partners

11 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.

12 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.

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

14 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.

15 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 will help to create safer road connections. SDOT completed Linden Avenue cycle track from 145th to 128th in 2013.

16 Pacific Crest Trail to Palouse to Cascades State Park Trail
Develop trail access between Pacific Crest Trail and Palouse to Cascades State Park Trail so east-west hikers can connect to the north-south Pacific Crest. Palouse to Cascades travels through the 2.3-mile Snoqualmie Tunnel underneath Snoqualmie Pass. The Pacific Crest Trail runs high above.

17 Ellensburg - City to Canyon Trail
The City to Canyon trail will link the Palouse to Cascades State Park 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.

18 Renton trails
Connect the gaps between the Eastrail, Cedar River Trail, and Lake to Sound Trail through downtown Renton. The City of Renton recently built a section of trail from Gene Coulon Memorial Park, heading south along Logan Avenue North. The partially built Lake to Sound Trail will connect the southern tip of Lake Washington to Puget Sound in Des Moines.

19 Duvall Extension
In 2018, King County and City of Duvall extended the Snoqualmie Valley Trail north of Duvall, to Taylor Park and boat launch. 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.

20 SR 520 Trails **PROGRESS**
The new SR 520 bridge opened in 2016 over Lake Washington and brings new trail connections in Seattle on the west side and Redmond on the east. WSDOT, King County, the cities of Seattle and Redmond, and Eastrail Partners are working to fully connect trails from the new bridge into adjacent communities.

21 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.