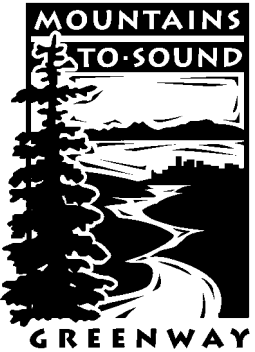


THE I-90 GREENWAY TRAIL SYSTEM:

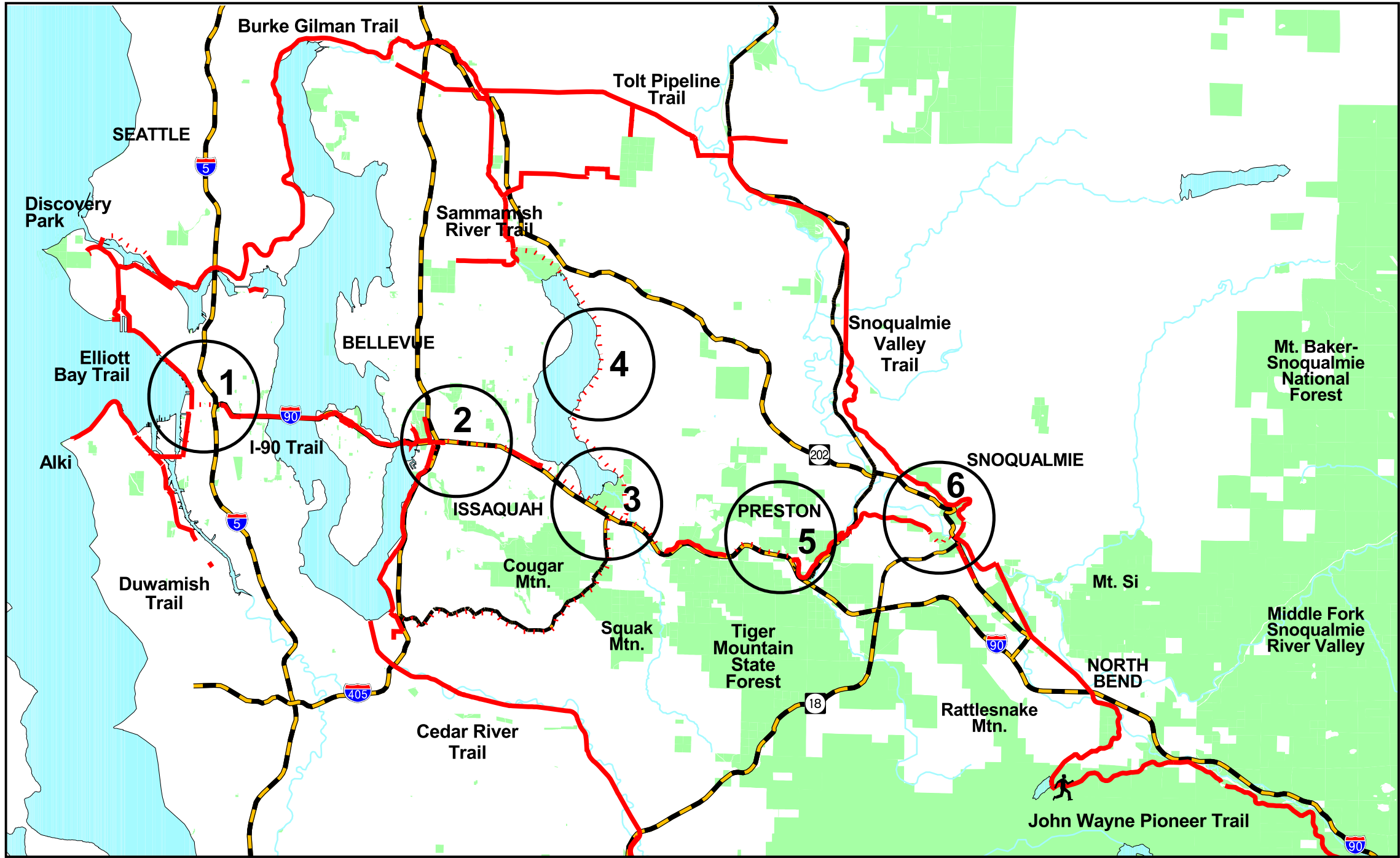
*It's Time
to
Fill the Gaps*



Most of the planned, 100-mile Mountains to Sound Greenway Trail system is in place: a connected system of minimum 10' wide, gently sloping trails offering an accessible, safe and attractive non-motorized route from Seattle and I-90 towns to the western terminus of the cross-state John Wayne Pioneer Trail near North Bend. Connections to Alki Point and Discovery Park in Seattle are part of the Greenway plan, as are other connections. A separate hiker-only route from I-405 to the John Wayne Pioneer Trail is nearly complete (not shown).

Missing links in this great system total about 10 miles; they exist because they are tough gaps to fill. The purpose of this map is to make those gaps clear, suggest plans and ideas for filling them and to inspire you to help find a way to complete this connected trail system. It will serve both commuter and recreational uses and be a magnificent, non-motorized legacy for the future.

FOR INFORMATION OR SUGGESTIONS CONTACT
THE MOUNTAINS TO SOUND GREENWAY TRUST
(206) 382-5565 --- www.mtsgreenway.org



1

Seattle Gap: .5 miles - From I-90 trail end at Beacon Hill to the Seattle Waterfront. SR519 construction will include trail to the waterfront from 4th Ave. S., but a direct link is needed from Beacon Hill to SR519. Some funds are available for design.

Action: Design, fund and build a short, separated trail from Beacon Hill to SR519.

2

Eastgate Gap: 1.5 miles - From the end of I-90 trail at Factoria to beginning of Eastgate trail down to West Lake Sammamish.

Action: Plan regional trail connections in Bellevue's current Eastgate-I-90 Corridor Study. Seek funds for design to complete most feasible link on the south side of I-90 from Factoria: east along SE 36th St., north over I-90 at the existing 142nd Pl. crossing to the Park and Ride, then along the BCC campus to the existing trail near 148th Ave. SE.

3

Issaquah Gap: 4 miles - From I-90 trail at W. Lake Sammamish Pkwy. to E. Lake Sammamish Pkwy. and new eastern connections in Sunset Interchange. Bike lanes exist on narrow access roads north of I-90. Possible alternative is separated trail south of I-90, requiring I-90 crossings but providing room for 10-foot trail.

Action: Make a breakthrough on right-of-way (ROW) north of I-90 or establish a ROW south of I-90 along Newport Way and plan for crossings to make direct connections to E. Lake Sammamish Trail and other trails heading east.

4

E. Lake Sammamish Trail: connections and completion - King County plans to open the trail soon for interim use with gravel surface. Political hurdles need to be cleared and funds for final design and paving acquired. When this trail is open and gaps #1, 2 and 3 along I-90 are filled, this will be one of the most useful and scenic non-motorized urban trail systems in the nation, connecting the cities and the mountains.

Action: Perseverance. Include multi-use trail connections for bikes/pedestrians at every crossing.

5

High Point to Preston Gap: .7 miles - From High Point trail end north of I-90 at Exit 20 to just west of Preston where paved County trail begins. WSDOT has completed design for trail between East Fork Issaquah Creek and I-90 and is now seeking construction funds.

Action: Acquire needed funding of approximately \$1.5 million.

6

Snoqualmie Falls Gap: .5 miles - From end of Preston-Snoqualmie Trail on Lake Alice Plateau to Snoqualmie Valley Trail just east of Snoqualmie Falls. Trestles will need rebuilding and a plan is being explored to share a portion of the railroad bed with the Puget Sound Historic Railroad. New trail over Snoqualmie Ridge serves hikers but not bicycles.

Action: Develop feasible plan for shared ROW with the historic railroad at the Falls then fund trail and trestle construction.