

MOUNTAINS TO *Sound*

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1903:

Seattle's Park Commissioners took a noted park designer from the East, the man with the pipe, to Washington Park (now the Arboretum) to begin building a future vision.

*Left to right: E.F. Blaine, Park Commission President
Capt. Pratt, U.S. Geodetic Survey*

*E.F. Fowler, Park Commission
John C. Olmsted, Olmsted Brothers Landscape Architects*

*Percy Jones, Assistant to
Olmsted (behind Olmsted)*

C.W. Saunders, Park Commission

J.E. Shrewsbury, Park Commission

A.L. Walters, Park Superintendent

Photo Courtesy of Seattle Parks & Recreation.

2003:

Thousands of people walk, run, bike or skate around Green Lake each day. The Olmsted plan connected it to Woodland Park and the University of Washington via Ravenna Boulevard. In 1903, Seattle didn't yet own Green Lake, but the Olmsted plan convinced voters to buy it.

Centennial celebrations will take place throughout the year.

See story page 2.

Photo by Nancy Keith.



Olmsted Centennial Celebrates Past and Future Green Vision

A hundred years ago, in 1903, there were roughly 130,000 people in Seattle, compared to over half a million today. In those days, neighborhoods such as West Seattle, Ballard, Columbia City, Ravenna and Laurelhurst were outside the city limits. It was only 52 years since the Denny party had landed at Alki and begun clearing deep conifer forests for a port city, but Seattle was booming. By 1903, Seattle had five small parks including the pergola at Pioneer Square and three major parks: Volunteer Park, Woodland Park and Kinnear Park on south Queen Anne.

Some saw the Future

There was still so much vast, forested wilderness on the edge of the city that it must have taken a leap of imagination to realize the way Seattle would grow over time, creating a profound need for forests and green spaces.

In 1903, the Seattle Post-Intelligencer began to publish large editorial features pushing the ambitious goals of the new Board of Park Commissioners. For them, the existing

One hundred years ago

In a time when conquering the forest was still a key to civic growth, Seattle's leaders sensed that an equal zeal was needed to save some of the magnificent natural landscape so that a thriving city would have a soul or, to use the modern term, "quality of life."

P.I. writers editorialized: "Quiet spots should be chosen with artistic skill, where lovers of nature... can, in comparative solitude, get away from the strife of commercial life into an atmosphere pure and inspiring." Professor Edmond Meany told the P.I., "The Queen City's great need is more beauty in streets, parks, public places and homes. Let us show the world that in the midst of our prosperous growth, we can produce the nation's most beautiful city." Other leaders talked of places for walking and breathing clean air.

The park commissioners knew of Frederick Law Olmsted, pioneering developer of major parks in cities in the eastern United States. Central Park is Olmsted's most famous creation, though he designed and built many others including the vibrant "Emerald Necklace" of Boston, a seven-mile connected system of nine continuous parks beginning in the downtown Common. In the mid-1800s when Olmsted was practicing as a park and landscape designer, bigger and older cities such as Buffalo, N.Y. were setting aside and building large open spaces that remain among their most distinguished features today.

By 1900, the "father of Landscape Architecture," Frederick Olmsted had retired, but his sons, John C. Olmsted and Frederick Jr., were carrying on both the design and the theoretical traditions developed by their famous father. Seattle park commissioners asked the Olmsted Brothers to come West and help Seattle create a park plan.

Living in the Olmsted Legacy

Today, the legacy left by citizens of Seattle and the Olmsted Brothers is a green swath of parks and boulevards stretching from Woodland Park and the busy trail around Green Lake, along Ravenna Boulevard and through the University of Washington campus, through the Washington Park Arboretum and flowing into Lake Washington Boulevard where, at the floating bridge, it joins the Mountains to Sound Greenway.

Seattle Parks Superintendent Ken Bounds is a member of the Greenway Trust Board of Directors. "I think of the Mountains to Sound Greenway as a major east/west spine that links the great scenery of the mountains to our towns and to our Olmsted parks. As the Greenway



Woodland Park and the shores of Green Lake before 1911, when the lake level was lowered.

Courtesy of University of Washington Libraries.

Trail comes west across the Floating Bridge, it connects to Lake Washington Boulevard and, north and south, it links to the system the Olmsted brothers designed in 1903. The boulevard was a key feature of the Olmsted plan and you might call it the precursor to the Greenway."

Bounds also marvels at the visionary commitment of voters throughout the region's history. "Ordinary people in Seattle in the early 1900s were willing to spend their money for a vision of the future with green spaces and nature in it. Throughout our history, they have done it repeatedly. There was the Forward Thrust Bond in the early 1970s, the County open space and farmlands bonds in the 80s and in 2000 we got another visionary infusion of support in the ProParks levy. The success of the latest Mountains to Sound Greenway continues to demonstrate that natural outdoor beauty and breathing room are extremely important to people."

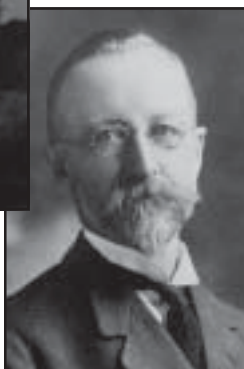
The Olmsted vision: linear and inclusive

Olmsted's ideas stretch forward easily to the modern I-90 greenway and testify to the endurance of visionary ideas. Before environmental concerns and wildlife corridors troubled the nation's thoughts, he said, "A connected system of parks and parkways is manifestly far more complete and useful than a series of isolated parks."

Students of Olmsted think this 'connected



Frederick Law Olmsted, Sr., ca. 1890 by James Notman.



Photos courtesy of the National Parks Service, Frederick Law Olmsted National Historic Site.

John Charles Olmsted was the nephew and stepson of Frederick, Sr., and was the member of the Olmsted Brothers firm who designed the Seattle park and boulevard system starting in 1903. Ca. 1907.

parks were not nearly enough. The editorial salvo featured dozens of civic and business leaders calling for the funding and creation of more parks and boulevards. Someone from Crawford and Conover Real Estate said, "We would be heartily glad to support a movement to beautify the city with parks and boulevards. We believe that there is not one thing more important than this."

system' or 'greenway' idea in Olmsted designs must have grown from Frederick Law Olmsted Sr.'s lifelong commitment to more general social issues. As a young journalist, he toured the southern United States before the Civil War and reported on the conditions of life and slavery. While his published accounts adhered to a standard of objectivity, personally he became an active supporter of abolitionist causes.

Olmsted's first principle was a love of the visual natural world. He wrote: "Landscapes move us in a manner more nearly analogous to the action of music than to anything else. Gradually and silently the charm comes over us, the beauty has entered our souls..."

But, a few years later, when asked to design New York City's Central Park, he went beyond a romantic sentiment for the natural landscape and began to develop a social philosophy that linked parks to democracy and good relations between all classes and races. "... That there will in consequence soon be larger towns than any the world has yet known, and that the further progress of civilization is to depend mainly upon the influences by which men's minds and character will be affected while living in large towns."

Considering Distant Effects

At some point in the 1870s these thoughts merged. "We want a ground to which people may easily go after their day's work is done, and where they may stroll for an hour seeing, hearing and feeling nothing of the bustle and jar of the streets." As he developed park and boulevard plans, he said, "Men must come together and must be seen coming together in carriage, on horseback and on foot and the concourse of animated life which will then be formed, must, in itself be made, if possible, an attractive and diverting spectacle."

Olmsted's bigger vision for the role of parks in a civilized urban life resonates with Parks Superintendent Ken Bounds every time he visits Alki Beach. "You walk there in good weather and you'll hear a dozen languages among the people strolling the trail along the water. It's really impressive."

The entire Olmsted Brothers' Park and Boulevard Plan for Seattle would have included 37 parks and a boulevard system of nearly 50 miles, "practically belting the City," according to the Seattle Park Commission report of 1909.

Over the next ten years voters were inspired enough to authorize \$4 million to purchase and develop the first parks in the Plan. Bounds notes that the City is still guided by the projects and linkages in the Olmsted plan. Of the 37 parks and boulevards in the Olmsted plan, Bounds estimates the majority have been realized.

"Given the way greater Seattle has grown, it's now a 100-mile Greenway that carries on the Olmsted vision," Bounds notes. "If you go to Tiger Mountain State Forest on a weekday

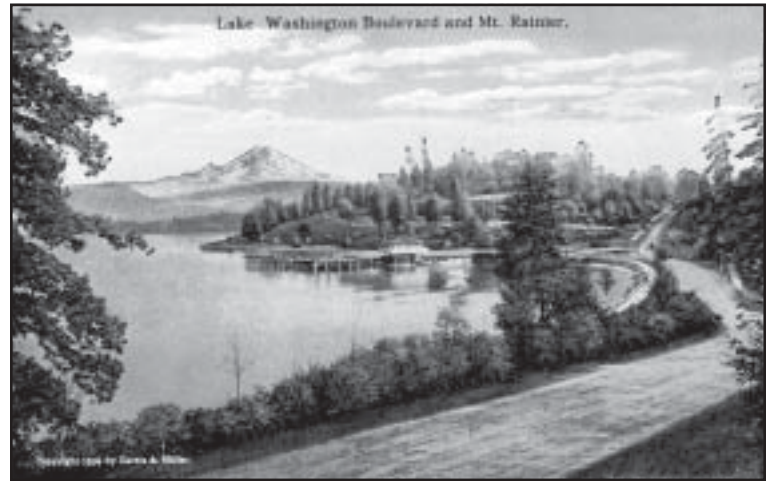
afternoon, you'll find a lot of people turning up between 5 and 6:30 to walk the dog or stroll up the trails to breath the fresh air and let the lush greenery re-establish their sense of calm and well-being."

Taking the Long View

Frederick Law Olmsted once told his son, " I have all my life been considering distant effects and always sacrificing i m m e d i a t e success and applause to that of the future. In laying out Central Park, we determined to think of no result to be realized in less than forty years."

Founding Greenway Trust President Jim Ellis has said, "The same land that we are setting aside and protecting today in the Greenway will have a much greater value to people who live here thirty years from now." Current Trust President Sally Jewell adds, "Sometimes one can get discouraged thinking about all the complicated problems that seem to beset our modern society. But all you have to do is walk to a nearby park, or the Burke

Gilman Trail or out to Tiger Mountain for an hour to get a fresh perspective and a dose of optimism. When I think of the century of vision and leadership it has taken for those green spaces to be there for us, it gives me a



A 1914 postcard promotes Lake Washington Boulevard and the view of Mt. Rainier from Colman Park. The drive from the Arboretum along the lake to Seward Park was a key part of the Olmsted plan. Courtesy of Friends of Seattle's Olmsted Parks.

great sense of hope for our future, too."

Seattle's Olmsted Centennial celebration, taking place in many projects and events throughout 2003, honors not only the famous landscape planners, but the turn-of-the century citizens of Seattle as well. They took responsibility, purchased the park lands, laid out the boulevards and planted them with trees, imagining the world of nature we would fall heir to when they were gone.

The Olmsted Park Legacy Centennial Celebration

Honoring the Past, Celebrating the Present, Inspiring the Future
Events

National Association for Olmsted Parks' Annual Conference - May 1 - 4, 2003, South Lake Union Center, Seattle - Lectures, workshops and tours. Keynote Lecture: Jane Holtz Kay, author of "Asphalt Nation" and "Lost Boston."

May 3, 2003, groundbreaking for **Lily Pond Restoration**, Volunteer Park

Monthly Walking Tours of Seattle's Olmsted parks, www.seattle.gov/friendsofolmstedparks

Earth Day and beyond: "Ivy Out" project sponsored by EarthCorps, www.earthcorps.org, and volunteers to remove invasive ivy in Seward Park and other Olmsted landscapes.

Summer: Biking the Greenway/Olmsted/Link: Tag up at the Issaquah Alps and ride west on the Greenway to the Olmsted's Legacy Boulevard around Lake Washington: Date to be announced. Check www.mtsgreenway.org for updates.

For a complete schedule of events, visit www.seattle.gov/friendsofolmstedparks or contact seattle2003@olmsted.org, 206.332.9915.

2002 GREENWAY PROGRESS

"When many more people live in this region," said State Secretary of Transportation **Doug MacDonald**, "imagine how the value of this protected natural corridor will grow. We don't know the names of those future people and they probably won't know ours, but they'll be grateful we set aside these real – not virtual – places where they can still get in touch with the natural world."

MacDonald was Master of Ceremonies at the annual Greenway Achievements dinner on December 4 at the Museum of History and Industry in Seattle. The event applauded successes in protecting a 100-mile connected, natural landscape along I-90.

Sponsors of the dinner were: **CH2M HILL, Heller Ehrman White & McAuliffe, HomeStreet Bank, MountainStar Resort, Port Blakely Communities and Preston Gates and Ellis.**

MacDonald was joined by Greenway Trust President **Sally Jewell** to give Citations of Merit to eight people who have made significant contributions to building the Greenway. And they inducted three new members into the Greenway Hall of Fame.



*Secretary of Transportation
Doug MacDonald*

VARIED COMMUNITY PROJECTS RECOGNIZED

In 1993, citizens and interest groups along I-90 produced a Concept Plan for the Mountains to Sound Greenway. It listed over 70 projects that people believed would turn a conservation vision into a permanent reality. Each year, some of those projects and new enhancements along I-90 are completed by voluntary local initiatives and supporting partnerships. In December, a few of the many people who design, carry out and give support were recognized.

Issaquah Hatchery Environmental Education Center - **Dale Smith**, The Boeing Company, **Peter Spiro**, Microsoft, **Jerry Henry**, Puget Sound Energy and **Steve Bell**, Hatchery Executive Director

Issaquah History Signs - **Margaret Macleod**, **Eric Erickson**, County Councilman **David Irons**

Greenway Environmental Education Program - **Sally Kentch**

State Route 519 with Greenway linking trail included- **Peter Lagerwey**, Seattle Engineering; **John Okamoto**, WSDOT

DNR Selective Harvest on Rattlesnake Mountain - **Brian Ballard**, WADNR

Kittitas County Recreation Plan - Honorable **Bill Hinkle** and **Louis Musso**, Coal Mines Trail Commission

Olallie Area Mountain Bike Trail Study - **Margaret Macleod**, Interagency Coordinator; **Rex Derr**, State Parks

Bellevue Eastgate/I-90 Corridor Study including Greenway Trail Link - **Mike Ingram**, Bellevue Department of Transportation

Snoqualmie Point Park Master Site Plan - Mayor **Fuzzy Fletcher**, Snoqualmie; **Rene Senos**, Jones and Jones Landscape Architects

New Cedar Falls Trailhead on the John Wayne Pioneer Trail - **Cleve Pinnix**, **Rex Derr** and **Tim Schmidt**, State Parks

HALL OF FAME BUILDERS AND PATHFINDERS

James R. Ellis, Greenway Trust founding president

Cleve Pinnix, retiring head of State Parks

Honorable Ron Sims, King County Executive

CITATIONS OF MERIT

Tor Bjorklund and Lake Sammamish State Park Staff
Sally Luttrell-Montes, Greenway education program

David MacDuff, Talus Development
Harry Morgan, Hobart Rural Association

Charlie Raines, environmental advocate

Ira Spring, trail advocate and photographer

Kirk Thomson and Former Governor **Mike Lowry**, Washington Wildlife and Recreation Coalition

PARTNERS RESTORE AND IMPROVE GREENWAY LANDS

Doug McClelland, Greenway Board member from the Washington State Department of Natural Resources (WADNR) opened the evening's list of achievements by introducing people, agencies, conservation groups and business supporters who have participated in the Greenway Trust Volunteer Stewardship Program. Large trail-building and maintenance projects were dominant in 2002 and volunteers provided 7,702 hours of work. Environmental restoration and tree-planting projects absorbed over 4892 hours.

STEWARDSHIP PROJECT SUPPORTERS AND PARTICIPANTS

Pete Dewell, Washington Trails Association (WTA)

Steve Johnson, US Forest Service

Robin Clark, EarthCorps

Kelly Heintz, WADNR

Chan Pongkamsing, EarthCorps

Chris Bell, WTA

Elizabeth Lunney, WTA

Jerry Henry, Puget Sound Energy

Mic Kavran, Asplundh Tree Expert Company

Wade Holden, Friends of the Trail

Tina Miller, King County

Minnie Chan, EarthCorps

John Okamoto, State Department of Transportation (WSDOT)

Chrys Bertolotto, City of Issaquah

Erin Ransco, EarthCorps

Margaret Macleod, Interagency Coordinator

Ben Cate, EarthCorps

David MacDuff, Talus Development

Kerry Ritland, City of Issaquah

Scotty Leonard, EarthCorps



Left to right: Jim Ellis, King County Executive Ron Sims, Cleve Pinnix.

OVER 2500 ACRES ADDED TO I-90 PUBLIC OWNERSHIP

The public acquisition of private lands, vulnerable to development, along I-90's watersheds and viewsheds, is widely recognized as being the most critical factor in the success of the Greenway plan. Since 1991, over 80,000 acres have been purchased or traded into public ownership for long-term forestry, parks and open space. Private owners, conservation organizations and government agencies work together to assure that lands will be protected for the long-term.

ACQUIRED IN 2002:

171 acres on Mt. Si purchased by State DNR - **Rinee Merritt**, Trust for Public Land (TPL)

350 acres, Raging River Valley purchased by Bonneville Power Administration - **Rinee Merritt**, TPL

77 acres, Taylor Mountain Forest, purchased by King County - **Faith Roland**, King County

26 acres, Mt. Si Trailhead area, purchased by DNR with Washington Wildlife and Recreation funds - State Senator **Dino Rossi**, **Joanna Grist**, Wildlife and Recreation Coalition, **Gretchen Nicholas**, WADNR

Little Si Trailhead, WADNR - **Kelly Heintz**, WADNR

7 acres, Preston, purchased by King County - **Ken Krasner**, TPL

443 acres, Carnation, King County Transfer of Development Rights Program - **Jim Warjone**, Port Blakely Communities; **Mark Sollitto**, King County

40 acres for a park, Issaquah Highlands, Clearing rights transfer - **Jim Warjone**, Port Blakely Communities

400 acres to Issaquah Parks from Talus Development - **Leon Kos**, City of Issaquah; **David MacDuff**, Oly-Intracorp/Talus

3.65 acres at High Point Interchange, purchased by WADNR - **Bonnie Bunning**, WADNR

20 acres, Snoqualmie River Middle Fork Valley, purchased by King County - **Mark Boyar**, MidFORC

40 acres, North Bend river front, purchased by King County - **Faith Roland**, King County

950 acres, Lake Easton area, purchased with private funds and donated to US Forest Service, State Fish and Wildlife and Washington State Parks by Cascade Conservation Partnership - **Charlie Raines**, Conservation Partnership.

Raging River forestland acquired

The Raging River that flows under Interstate 90 at Preston is one of the few remaining significant salmon streams in the Greenway corridor. In December, King County purchased 1356 acres of forestland in the Raging drainage to insure that forests will permanently dominate the habitat and landscape south of I-90 along State Route 18.

The purchase was funded by the innovative Biosolids Forestry Program initiated in 1995 to recycle highly treated sewage wastes as fertilizer on King County forests. The program provides funds for purchase of new forestlands and it generates harvest revenues to King County and other partners in the program. The State Department of Natural Resources manages the forests in trust for the county.

These lands connect with other County lands along the Raging River and provide a publicly owned, forested corridor linking Tiger Mountain State Forest to the Rattlesnake Mountain Scenic Area.

The land is roughly half of a larger ownership by Weyerhaeuser Real Estate Company (WRECO) in the Raging River basin, all of which is covered by a conservation easement as part of the Snoqualmie Preservation Initiative of 2001. The easement allows continued forestry uses but precludes future commercial or residential development.

Trail's Wildlife Links

"Even as forest land, there could have been a lot of different uses in this basin that could have negative impacts on water quality and long-term forestry," says Greenway Special Projects Director Ken Konigsmark. "Between two such popular recreation areas as Tiger and Rattlesnake Mountains, it seems best to keep this land limited to forestry only, especially within the careful harvest techniques WADNR is developing on surrounding multi-use forestlands. In addition, with the land in public ownership, it may make it easier to develop a trail link between Tiger and Rattlesnake. That's been a long term Greenway goal."

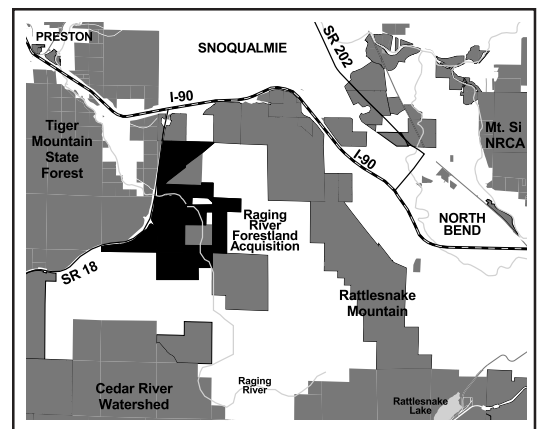
Purchase negotiations with WRECO were carried out by Michelle Conner of the Cascade Land Conservancy and consultant Lynn Claudon. King County's Office of Open Space, led by Faith Roland and Becky Martin, secured the funding from the Biosolids Forestry Program and completed the purchase on a tight deadline. The Cascade Land Conservancy also has an option to purchase the remaining acreage when funds become available.

Biosolids Recycling Helps Buy the Forest

With the recent 1356 acre Raging River acquisition, the Biosolids Forestry Program has now acquired a total of 3548 acres of new, public forestland in the Greenway. The cooperative program links King County, the Washington State Department of Natural Resources, the University of Washington, Weyerhaeuser and the Mountains to Sound Greenway Trust in a variety of activities built on the capacity of treated biosolids to improve forest soils and tree growth. Improved growth on fertilized lands generates both savings and revenues for King County.

"The Biosolids Program gave us another source of forest land acquisition funds to protect the Greenway landscape," Konigsmark says, "but we also supported the concept because it recycles King County's wastes – our wastes – right here in our own area instead of trucking them to Eastern Washington. It's a demonstration of ways to live in a sustainable balance with nature." Thanks to savings in hauling costs, King County is also able to support the Greenway Trust's summer logging road removal and education programs.

Of the \$1.2M paid by the county for this acreage, over half came from funds generated since 1995 by timber harvests on biosolids forestry lands. Harvests managed by the Washington State Department of Natural Resources have generated over \$2.3 million in revenue from biosolids program lands since 1995.



One September afternoon I hiked the fisherman's trail to Blethen Lake, a small lake that feeds Quartz Creek, a Middle Fork Snoqualmie tributary. It was a warm day so on the way back I skipped the trail and made my way down the creek. Protected from the hot sun that baked nearby clearcuts, the water was cool and clear: ideal for hot feet and for trout. As I slid my way down mosscovered boulders, small trout skittered under logs and debris.



WATER

The Middle Fork is trout country, known for its native runs. For example, its coastal cutthroat runs are diverse and widespread. Josh Latterell, a University of Washington fisheries student, recently found that nearly every Middle Fork tributary creek over onehalf meter wide with a slope under 15 degrees has a genetically distinct cutthroat population. Fish in neighboring creeks often have high levels of differentiation.

And these fish are tough. In a few creeks Latterell found residual populations separated from the Middle Fork by impassable road culverts. Although these populations are at risk of extinction if road culverts aren't removed or improved, their very existence shows how well adapted cutthroat are to the Middle Fork.

- Mark Boyar, MidFORC

The 1930's and early 1940's were bad years for lightning fires in the forests. Unlike today, the Forest Service policy then was to extinguish every fire regardless of location or cause. As Forest Guard at the old Salmon la Sac Station, it was my duty to dispatch fire fighters to all



HISTORY

fires in my locality. Orders were to first hire those men with shoes fitted with hobnails or calks. On two occasions, I had fires high in the cliffs of Goat Mountain across the Cle Elum River from the mouth of Fortune Creek. Since it was necessary to cross the river on worn boulders and cross avalanche chutes where the bedrock was worn smooth, I selected only those men with rubber soles on their shoes. Under such conditions, hobnails or calks would have been extremely dangerous. From that time on, hobnails were no longer required and today their use is almost nonexistent.

- Morris Jenkins, Cle Elum

Greenway People:

Their dining room table and a good part of the living room floor are covered with large maps of Seattle, folders of old postcards, sheaves of yellowed letters and the layout materials for large displays. As the year-long centennial celebration of Seattle's Olmsted parks begins, Ann Knight and Jerry Arbus are seeing their years of research and citizen-involvement come to fruition in an intense, city-wide focus on parks and landscape design. At the center of the celebration is their large collection of historic materials and their intense, personal dedication to the importance of green spaces where people live and work.

The work of Frederick Law Olmsted, sometimes called the Father of Landscape Design, worked its way into their lives 20 years ago when they lived at the edge of Colman Park in the Mt. Baker area. "We sensed there was something special about the design of the park but it was somewhat neglected so we decided to adopt it," Jerry says. "As we began researching the Seattle park system, we learned about the Olmsted Brothers plan from the turn of the last century. Before we knew it, we had become immersed in park-related projects and understanding this Olmsted legacy."

Meeting Contemporary Park Challenges

"They have put in years of hard work on various park projects in the city," says Gretchen Hull, chair of the Olmsted Centennial Advisory Council. "Ann worked very hard on the Central Park Trail project between Yesler and I-90 and they worked with others in the Friends of Seattle's Olmsted Parks to protect the Olmsted features at Lincoln Reservoir Park on Capital Hill. They were also involved in the effort to get a bicycle trail through the Arboretum. Some people think we friends of Olmsted are bound by only what the Olmsted brothers designed, and they didn't design that bike trail in the Arboretum. But Ann and Jerry supported its addition because they felt it was in keeping with Olmsted concepts of parks for the enjoyment and parade of people."

Ann Knight worked for Seattle Parks and Recreation in the 1990s and found herself identifying green spaces in the increasingly crowded city for park acquisition. "Some of the properties we were buying were areas that John C. Olmsted had identified as part of the park system at the turn of the century," she says. "It was really rewarding to feel we were helping to carry out his vision nearly 100 years later."

Once they saw the dimensions of the Olmsted legacy in Seattle, Knight and Arbus began to travel through the United States and Canada, visiting

South Cle Elum Depot

In South Cle Elum on the eastern end of the Greenway, historic railroad enthusiasts in the non-profit Cascade Rail Foundation have notched several new progress markers on the way to turning the neglected Milwaukee Road railway depot into a multi-faceted visitor attraction.

In late January, the Washington State Office of Archaeology and Historic Preservation designated the depot and surrounding railroad buildings a State Heritage District and nominated the district to the National Historic Register. The designated facilities include the depot, bunkhouse, operators' bungalows, railroad yard, caboose shed and the large brick electrical substation building that was key to the innovative recycled electricity system that helped power the trains that ran on the Milwaukee Road. The facilities are primarily on State Parks land with some scattered surrounding parcels in private ownership.

The John Wayne Pioneer Trail in Iron Horse State Park, backbone of the cross-mountain Mountains to Sound Greenway trail system, runs through the site along the route of the old Milwaukee Road that begins near North Bend and crosses the state. Trail Manager Tim Schmidt says

ANN KNIGHT AND JERRY ARBUS

parks and Olmsted research centers. "They not only did intense research," says Gretchen Hull, "they also took photos of park details and design everywhere. These are now a treasure trove of ideas for all kinds of landscape and design projects."



Ann Knight and Jerry Arbus

Pictures Stimulate New Ideas

One of Jerry's photographs played a short, dramatic part in connecting the Greenway trail system from Beacon Hill to the Seattle waterfront, says Greenway Trust Executive Director Nancy Keith. "We saw an opportunity to get this missing trail link filled in as WSDOT built an overpass from I-5 to the Port. At first it was hard to get anyone's attention for the idea of a trail with space for greenery to separate it from traffic."

"Jerry Arbus heard about what we were trying to do and dropped by the office with several photographs," Keith says. "They showed a truck overpass in an industrial area in Vancouver, B.C. Along with a big truck, there was a wide, curving trail, lots of landscaping and sculptures and park benches. It was a stunning example of a road made beautiful and useful to everyone. We showed it to the engineers and we really saw them pay attention for the first time. As a result, we got a trail into the plans and it's now part of the construction. Unfortunately, space limits have not allowed for the amenities in Jerry's photo, but everyone who saw it will have a mental picture of the way it ought to be done."

For Ann and Jerry, the opportunity of the Olmsted centennial is large. "We want to celebrate the legacy that we have today in our Olmsted parks and boulevards but we also want to inspire all of us to think about what open space legacy we will be leaving for the next 100 years."

Receives Landmark Status

State Parks has been very happy to see the Cascade Rail Foundation citizens group create ambitious plans for restoring the rail facilities at South Cle Elum and enlist donors and volunteers to carry the plans forward. Eventually, the group plans to include a museum, cafe, gift shop and facilities to supply recreation users on the trail in the depot and substation buildings.

Restoration work on the depot began a year ago with placement of a new foundation under the aging building, says Russ Holter, President of the Cascade Rail Foundation. Currently, contractors are restoring the interior and exterior within strict historical guidelines. "The depot was constructed in 1909 and we're rehabilitating in back to roughly its 1933 form," he says. This spring, Holter predicts the depot will get its first new coat of paint in 30 years and be open for visitors in the spring of 2004.

The research and documentation needed to apply for state and national historic designation was provided after a month-long site analysis by four Masters degree students in Cultural Resource Management at Central Washington University.

Tips for Spring Birdwatching

- Use binoculars to avoid disturbing birds. Watch for clues that you might be disrupting normal behavior.
- Stay as far away as possible during nest construction. Birds are very sensitive and will readily abandon a site if threatened.
- Help maintain the protection of a nest site by not disturbing the area around it.
- Keep your distance from a nest when a predator is near, particularly a crow, jay or raven.
- Never leave a dead-end trail to a nest - mammals will follow your scent.



BIRDS

- Avoid marking the area with visual cues such as flagging that may increase predation.
- Do not handle "lost" baby birds. People often find young fledgling birds that have just left the nest. Do not move these birds - often they are near the nest and their parents know how to find them.

Signs you are too close to birds:

- Repeated flushing
- Raised head, looking at observers
- Skittishness
- Excessive preening or pecking at dirt or foot, bill-wiping
- Alarm calls, repeated chirping and chipping
- "Broken wing" distraction display

Reprinted with permission from King County Park System's Interpretive Programs Newsletter

John Charles Olmsted wrote to his wife, Sophie, every day while he was traveling. This excerpt is from the letter he wrote at the end of his second day of research in Seattle.

My Dear Wife,

I enclose a clipping from this morning's Post Intelligencer giving my portrait and a brief description of my doings. Today I have been tramping along the borders of Lake Washington. Part



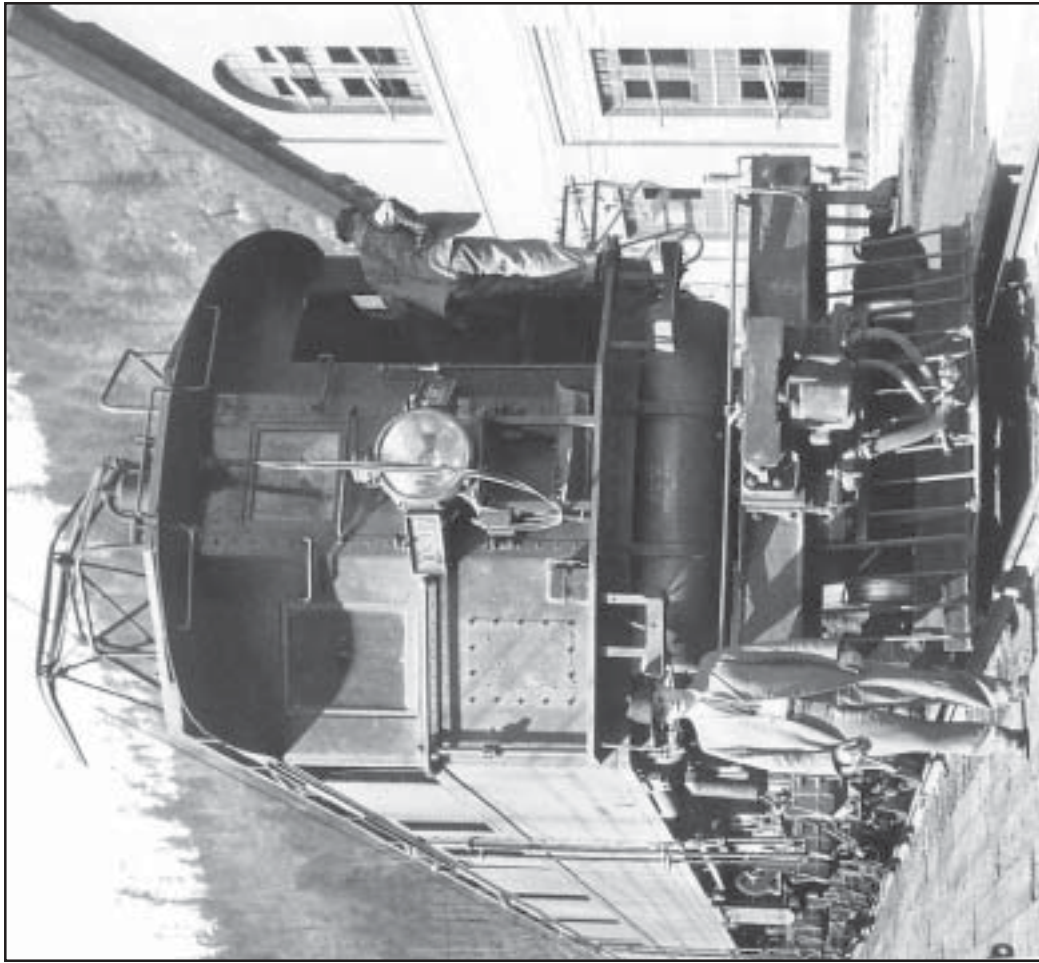
PARKS

of the way was sophisticated but mostly it was fairly wild and a part was very wild though the heaviest timber was culled out years ago. We measured one saw log that was floating in the lake at the point where they run logs out of the lake by means of a short dug canal, and it was 6' 10" diameter. It is interesting to see such logs. They told me that the same lumber company just to show what they could do made a board 1" thick 8 ft. wide and 112 ft. long!

Today it was very pleasant. I only needed my overcoat in the open street car when we started out this morning. After that I had to carry it. I saw Mt. Rainier for the first time. It is huge.

Well good night. Ever your loving husband, John.

MOUNTAINS TO SOUND



Lloyd L. Lawson, once a railroad substation operator in both Taunton and Kittitas, Washington, stands by a Westinghouse Passenger Electric Automotive in 1921 in Avery, Idaho, on the Milwaukee Road, a railway once promoted as the world's longest electrified railroad. The rail right-of-way from Cedar Falls, just outside North Bend, to the Columbia River is now Iron Horse State Park and the John Wayne Pioneer Trail, backbone of the Mountains to Sound Greenway trail system. Photo courtesy of the Gene H. Lawson collection.

Mountains to Sound Greenway Trust Mission: Protect and enhance a 100-mile corridor of permanent open space lands along Interstate 90 from Seattle to Central Washington. The Greenway embraces city parks and trails, wildlife habitat, working and protected forests, recreational opportunities in nature, local history, scenic beauty, tourism and educational activities that promote a sustainable balance between population growth and a healthy environment.

www.mtsgreenway.org

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