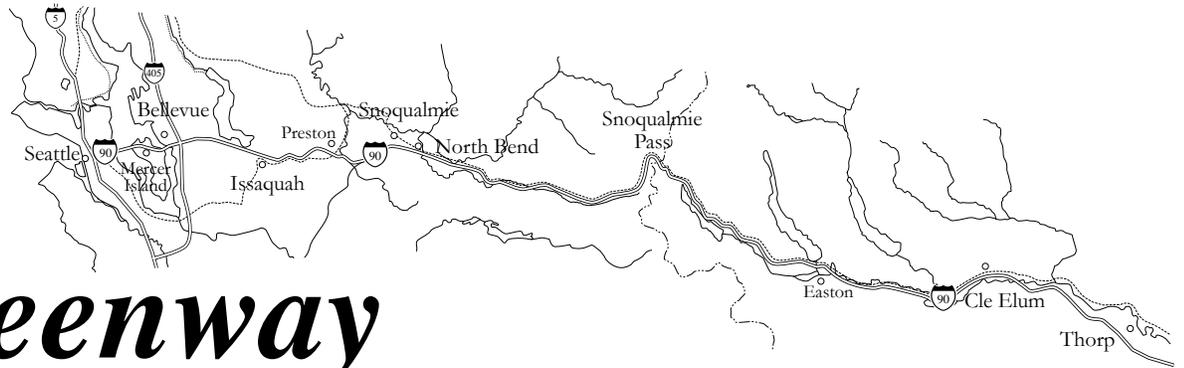


MOUNTAINS

to
*Sound
Greenway*



Linking Forests, Trails and History along I-90 in Washington State

Volume 11, Number 1
February, 2004



*Lake Moolock is one of three alpine lakes that were acquired for public ownership in the Mt. Si Natural Resources Conservation Area in December.
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SPECTACULAR ALPINE LAKES JOIN MT. SI CONSERVATION AREA

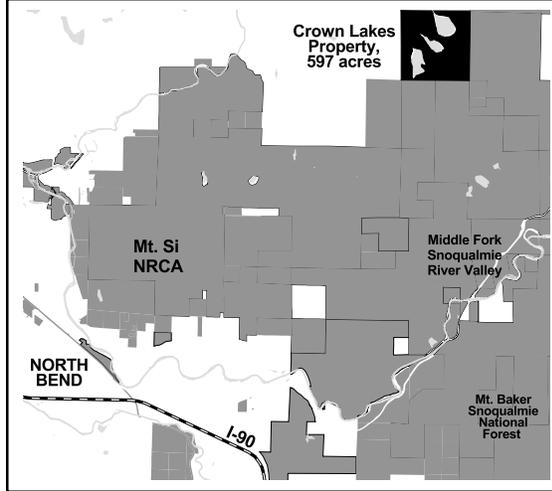
Three gem-like lakes and their rugged mountain surroundings at the edge of Mt. Si were purchased by the Washington State Department of Natural Resources with the assistance of the Cascade Land Conservancy. Looking toward Mt. Si from the west, the lakes are tucked into the ridge line just north of the Mt. Si peak.

“This is nearly a full section of land,” says Gene Duvernoy, President of the Cascade Land Conservancy, “and it’s unique in lying in a west-facing basin that offers spectacular views across the Snoqualmie Tree Farm, the cities of Bellevue and Seattle and the Olympic Mountains beyond.” The large alpine lakes contained in the property are Lake Moolock, Lake Nadeau and SMC Lake (see “History” on page 6.)

“This will be a popular addition to the Mt. Si Conservation Area,” says Doug Sutherland, Commissioner of Public Lands, “and an excellent complement to the Mountains to Sound Greenway. The State DNR and the Land Conservancy will collaborate to create trail linkages and take care of the property.

Negotiations with the property owners, Crown Lakes, LLC were conducted over a period of several years by the Cascade Land Conservancy staff, led by Michelle Connor. Crown Lakes LLC retained limited right to remove rock from a 30-acre area that is isolated from the majority of the property.

Over \$4 million dollars were allocated for the purchase from the state fund administered by the Washington Wildlife and Recreation Program, which has played a critical role for many years in buying



parcels on and around Mt Si. An estimated 35,000 people a year make the rigorous climb to the top of Mt Si and recent public acquisitions have added to the protected lands and trails on the lower portion of the mountain.

Greenway volunteers got a look at the Crown Lakes last summer while working to remove abandoned logging roads on the ridge just east of the purchased property.

Greenway Trail Makes Sound Connection

In the “Greenway Vision” a teacher and her students could plan a bicycle trip across the 100-mile Greenway, jump on their bikes in Seattle and reach the cross-state John Wayne Pioneer Trail near North Bend without ever having to bicycle on a city street. “Teachers have actually called us to ask how they can lay out such a trip,” says Greenway Executive Director Nancy Keith. “We have to tell them about roughly 10 miles of gaps in a safe, off-road system.”

One major gap is the connection to the Seattle waterfront. “There are several wonderful miles of separated trail from Bellevue to Seattle on I-90. But they stop abruptly at the north edge of Beacon Hill,” says Keith. “For years, we worked with City of Seattle Bike and Pedestrian coordinator Pete Lagerwey to piece together a connection from Beacon Hill to the waterfront. But the uses in that area are so dense with heavy industry, commercial areas and stadiums, we could never find an off-road path.”



New Mountains to Sound Greenway logo signs enhance State Route 519 that now connects I-90 to the Seattle waterfront.

Now, a huge highway project has leaped all those cars and buildings in a couple of major bounds and the “Sound” connection of the Greenway trail system is now in sight.

A Road for Trucks Becomes Greenway Trail

Getting to the waterfront has been a growing challenge for all forms of transportation. Trucks and increasing numbers of people heading to the port needed a more efficient route. The increasing number of trains in the King Street station meant they had to negotiate not only dense traffic but also delays in crossing the railroad tracks. When State Route 519 was designated as the route, the Kingdome and the train station were the only big public facilities along the route. In 1992, the State Department of Transportation decided to develop a new route from I-5 and I-90 to the waterfront.

“We started planning this project before Safeco Field came into the picture and we were well underway before the Kingdome was out and the new football stadium was in,” says Bruce Nebbitt, the SR 519 Project Engineer for WSDOT. “Projects like this usually take a lot of time and this one grew increasingly complicated as we went along.” Nebbitt was dealing with nine major planning and funding partners, including the Port of Seattle, the City, Burlington Northern Santa Fe Railroad, Washington State Ferries and two separate sports stadium planning organizations.

As the stadiums became a bigger part of the mix, it was clear that bicycle and pedestrian access for huge crowds was going to be another crucial function of SR 519. All uses would be expedited by a highway that went into the air across the railroad tracks.

Washington Wildlife and Recreation Coalition Spurs State Conservation Investments

Between 1988 and the present, the State of Washington increased the investment of public funds in conservation of open space lands for habitat and recreation from \$2 million each year to over \$20 million per year. In the past 13 years, \$407 million in state funds have helped assemble public lands and build recreational facilities in Washington, including about \$23 million to projects in the Mountains to Sound Greenway. The Crown Lakes parcels reported in this newsletter are just one example. But as towns and counties feel the pinch of the recession and tax rollback initiatives, conservation funding has become more controversial.

Fifteen Years of Funding Make a Difference

State conservation funding grew after former governors Dan Evans and Mike Lowry joined with other conservation, recreation and business leaders to create the Washington Wildlife and Recreation Coalition, a private, non-profit group whose sole purpose is to secure state funding for those uses. Joanna Grist is the current executive director of the Coalition, which has over 135 member groups, including the Mountains to Sound Greenway Trust. She explains:

“In 1989, the Coalition encouraged the state legislature to create and administer the Washington Wildlife and Recreation Program, (WWRP). The names can be confusing, but the state program, WWRP, is the pot into which the Legislature puts the conservation funds for dispersal each year through a very respected grant-making process,” Grist says.

“Our job is to encourage legislators to keep the funds coming for conservation and recreation in order to match the steady climb in population growth,” she says. Half the state funds go to conserve natural areas, critical habitat and urban wildlife and half go to recreation facilities – trails, water access and state and local parks. All WWRP funds come out of the state capital budget and do not compete with human services. “We get 4-5% of the capital budget, most of which goes for educational facilities, prisons and various public buildings,” Grist explains.

Greenway Projects Funded by WWRP

“In 2003,” Grist says, “along with the spectacular Crown Lakes parcels, the Greenway benefited when the state program provided \$3.2 million to buy land for the public around Mt. Si

and to build connections in the John Wayne Pioneer Trail.” In the coming year, WWRP funds will support design of a major trailhead for the new trail system over Rattlesnake Mountain, just 27 miles from downtown Seattle.



Between 1998 and 2003, WWRP funds purchased over 20 acres of land at the High Point trailhead, just south of I-90 exit 20, at Tiger Mountain State Forest.

Controversy and a Potential Solution

Some state rural areas don't see land conservation in the same light. “The WWRP grant program is becoming increasingly controversial among legislators because of the difference between rural and urban economies,” Grist says. “Rural areas have plenty of open land but when it's public land and not on the tax rolls, they see it as a loss of the revenue they need to run their schools, roads and law enforcement. Initiatives 695 and 747 have really cut further into local funds so smaller communities feel some understandable desperation.”

In response, the Coalition has developed new legislation that it hopes will alleviate some of the money conflicts. “We have two major initiatives wrapped up in a bill before the Legislature. One would require Washington's DNR to make payments in lieu of taxes to jurisdictions that lose some of their tax base when land becomes public.

The Federal government does this and we think the State can too. The other half of the bill would add farmland and riparian corridors as types of lands eligible for WWRP funding. We've been working on these improvements to the state's conservation program for five years and we'll keep on until they're authorized. These are the ways we can make this program attractive and equitable to the rural areas.”

Grist thinks that once legislators take a close look at the WWRP, they realize it has benefits as well as costs. In 1995, a new senator, Joseph Zarelli from Longview, sponsored a bill to kill the WWRP. “But his district includes Clark County and Vancouver,” Grist says. “When he went out into the parks and open spaces to see what the funds bought for his constituents, it completely turned him around. Now he's a believer and a supporter.”

A Concrete Jungle

“Our basic message to the Legislature is to make them aware of the hundreds of thousands of acres of recreation land and wildlife habitat that are being converted to urban uses every year. We ask, ‘Is a concrete jungle the kind of state you want to leave to your grandkids when what we inherited was a state with such grand natural qualities?’ If you don't want growth



The view from this 2003 WWRP acquisition in the Mt. Si Natural Resources Conservation Area looks toward Russian Butte and the Middle Fork Snoqualmie River Valley.

to just gobble it all up, you have to use some of the public's money to set some aside. Year after year,” Grist says, “the public calls and turns out for our Legislative lobbying day to underscore that point.”

2003 GREENWAY PROGRESS

Former Senator **Slade Gorton** presided over the largest gathering yet at the annual December dinner to celebrate progress in the Greenway. Two hundred and forty people gathered at the Museum of History and Industry in Seattle to applaud Greenway-building achievements by individuals, teams and organizations.

Seven companies sponsored the annual dinner event: **Bernard Development Company** of Preston, law firms **Heller Erhman White & McAuliffe** and **Preston Gates and Ellis**; **HomeStreet Bank**, **MountainStar Resort** in Cle Elum, **Port Blakely Communities** and **Tree Farm** and the **Talus** development of Issaquah.

Greenway Trust President **Sally Jewell** joined Gorton to make special awards to three people who have made significant personal commitments to advance the cause of the Greenway. Long-time volunteer **Paul Cooke** and outgoing North Bend Mayor **Joan Simpson** were honored with Citations of Merit. **Ken Konigsmark**, former Boeing loaned executive to the Greenway Trust, was inducted into the Greenway Hall of Fame.

Gorton and Jewell recognized the following projects and key advocates in a year's activities to build and enhance the Mountains to Sound Greenway during 2003:

LANDS ACQUIRED IN 2003

- 21-acres acquired by the City of Bellevue for the Lake-to-Lake Greenway in Eastgate area – **Roger Hoesterey**, Trust for Public Land; State Rep. **Judy Clibborn**.
- 14 acres at High Point, Exit 20, acquired by Washington State Department of Natural Resources (WADNR) and added to Tiger Mountain – **Kelly Heintz** and **Craig Calhoun**, WADNR.
- Completion of the Preston Vision: 750 acres on the edge of I-90 at Preston – **Ron Sims**, King County Executive; **Faith Roland**, King County; **Chip Nevins**, Cascade Land Conservancy; **Doug McClelland**, WADNR; **Kent Whitehead**, Trust for Public Land.
- 1,352 acres in the Raging River Valley, purchased by King County's Wastewater Treatment Division as part of the Biosolids Forestry Program – **Chip Nevins**; **Becky Martin**, King County; **Doug Newlands**,

King County and **Julie Keough** and **Scott Dahlquist**, Weyerhaeuser.

- 5300 acres along the Pacific Crest Trail, south of Snoqualmie Pass – **Jim Hilton**, Pacific Crest Trail Association; **Dave Atcheson**, Cascades Conservation Partnership; **Steve Johnson**, Wenatchee National Forest.



From left, Citation of Merit award winners Paul Cooke and North Bend Mayor Joan Simpson; Hall of Fame award-winner Ken Konigsmark and Greenway Trust President Sally Jewell.

- 800 acres around Lake Easton State Park to be managed by State Parks and Washington Dept. of Fish and Wildlife – **Pat Powell**, Cascades Conservation Partnership; **Tim Schmidt**, State Parks; **Ken Bevis**, WA Fish and Wildlife and **Tom Tyner**, Trust for Public Land.
- 1200 acres southeast of Lake Easton in Monastash Ridge area to the Wenatchee National Forest – **Charlie Raines**, **Dave Atcheson** and **Paul Balle**, Cascades Conservation Partnership.
- 4,421 acres in the Salmon Le Sac area, added to the Wenatchee National Forest – **Charlie Raines** and **Steve Johnson**
- The Washington Wildlife and Recreation Coalition and State Legislature were also recognized for their continuous, effective advocacy for state funding for open space acquisitions, including many parcels in the Greenway; represented by Former Governor **Mike Lowry** and State Senator **Dino Rossi**.

TRAILS

- State Route 519 completed past Safeco Field with extra-wide sidewalks to accommodate the Puget Sound touchdown of the I-90 Greenway Trail system. A

Greenway trail sign is in place and future connections to the I-90 trail at Beacon Hill are being designed - **Bruce Nebbitt**, Project Manger for Washington State Department of Transportation and **Pete Lagerwey**, Bicycle and Pedestrian Coordinator for the City of Seattle.

- Cougar and Squak Mountains and Grand Ridge Open Space– trails improved and connected and equestrian trails improved on Squak by King County Parks and Washington Trails Association (WTA) – **Tina Miller**, King County Parks and **Mike Owens**, WTA.

- Sunset Interchange in Issaquah: WSDOT built a connecting trail from the south side to High Point connector on the north side of I-90 with partnership of City of Issaquah, Port Blakely Communities and DOT. Design to retained views and enhanced huge retaining walls with nature-based patterns and colors – Mayor **Ava Frisinger**, **Jim Warjone**, Port Blakely Communities; **Matt Preedy**, WSDOT Project Manager and **Ann Hegstrom**, Kiewit Construction.

- New Rattlesnake Ledge Trail, funded by the City of Seattle Public Utilities and built with 20,000 hours of volunteer labor by volunteers for the Greenway Trust, Washington Trails Association and EarthCorps – **Margaret Pageler** and **Jan Drago**, Seattle City Council; **Ralph Naess**, Cedar River Watershed, **Elizabeth Lunney**, WTA and **Steve Dubiel**, EarthCorps.

- An additional three miles of trail were added across mid-Rattlesnake Ridge, built by volunteers with support from the State Department of Natural Resources – **Elizabeth Lunney**, WTA; **Steve Dubiel**, EarthCorps and **Kelly Heintz**, WADNR.
- On Mt. Si, WADNR built the Boulder Garden Loop trail connector on Little Si and also improved the main trail up big Si – **Kelly Heintz**, WADNR.

- In the Snoqualmie River Middle Fork Valley, with US Forest Service support, Greenway and WTA volunteers upgraded six miles of the Middle Fork Trail from Taylor River into the backcountry – **Robin Clark**, EarthCorps and **Elizabeth Lunney**, WTA.

- On Bandera Mountain, Volunteers for

Outdoor Washington built three miles of new trail under leadership of **Harold Buresh**.

TAKING CARE OF THE GREENWAY - STEWARDSHIP

- In Bellevue, the City of Bellevue and WSDOT made landscaping improvements around shopping malls north of I-90 in Eastgate. The City Parks Department also reforested the Lakemont Boulevard connector road to Cougar Mountain – **Patrick Foran**, City Parks Director; **Ed Oberg**, Deputy City Administrator and **Conrad Lee**, City Council.
- Along Tibbets Creek in Issaquah, Greenway volunteers planted 14,000 trees to help restore natural salmon habitat – **Kerry Ritland** and Mayor **Ava Frisinger**, City of Issaquah and **Tokya Colpitts**, EarthCorps.
- The Greenway native plant and tree nursery housed on land donated by Lake Sammamish State Park, produced 20,000 plants for re-vegetation projects in 2003 – **Rex Derr**, Director, State Parks.
- A new potting shed to shelter volunteers for year-around work at the nursery was donated by the Hugh and Jane Ferguson Foundation – **Ellen Ferguson**.
- Funding to support varied stewardship projects on the

annual Volunteer Day in the Greenway was provided by Puget Sound Energy with in-kind maintenance of the John Wayne Pioneer Trail by Asplundh Tree Expert Company – **Sue McLain** and **Steve Reynolds**, Puget Sound Energy.

- In the woods on Tiger Mountain, the state DNR set a high environmental standard for the harvest of trees to support the state's schools and universities, leaving 17 trees standing per acre (in comparison to the 5 required by law) and using a helicopter to take them out to protect Tiger Mountain Trail – Lands Commissioner **Doug Sutherland**.
- High above the Snoqualmie Middle Fork river, young volunteers spent weeks removing 2.5 miles of abandoned logging road at the

foot of Bessemer Mountain – **Steve Johnson**, US Forest Service; **Robin Clark**, EarthCorps and **Roberta King**, King County Water Treatment Division.

- In Kittitas County, the US Forest Service, with help from off-road vehicle clubs and the County Sheriff, created a successful program to halt the damaging activity called “mudding,” and won a national Forest Service prize of \$5,000 for it – **Catherine Stephenson**, Cle Elum Ranger, USFS and Deputy Sheriff **Clayton Myers**.

TAKING CARE OF PLACES

- The historic South Cle Elum Depot of the old Milwaukee Road railway gained National Historic Landmark status and got a new foundation, siding and paint job thanks to volunteers and support from State Parks – **Russ Holter**, **Donovan Gray** and **Tim Schmidt** and **Rex Derr**, State Parks.

PLANNING AHEAD

- Kittitas County Commissioners adopted a County Recreation Plan that identifies the economic importance of recreation to the county, identifies key scenic and natural resources and encourages all land use decisions

to document impacts on them. County Commissioner **Bruce Coe**, **Louis Musso**.

ENHANCEMENTS

- New artwork at Snoqualmie Pass next to the Forest Service Visitor center symbolizes some of the transportation history of the pass – **Barb and Ed Quirie**, **Patti Murphy**, **Toby Hastie**.

MILESTONES

- The Alps to Arboretum Bike Tour drew 50 cyclists from the Issaquah Alps to the Seattle Arboretum, for the centennial of Seattle's Olmsted Park system. County Executive Ron Sims and Seattle Mayor Greg Nickels gave the send-off and welcome speeches. REI and the Bicycle Alliance of Washington co-sponsored – **Paul Cooke**, **Barbara Culp**, **Dennis Madsen**.



Former US Senator Slade Gorton, far right, led the celebration for the new trail to Rattlesnake Ledge. From left, Greenway Trust Executive Director Nancy Keith; Washington Trails Association Executive Director Elizabeth Lunney; Cedar River Watershed education specialist Ralph Naess; Seattle City Councilwoman Margaret Pageler and EarthCorps Executive Director Steve Dubiel.

Greenway Discovery Days Building a Head of Steam

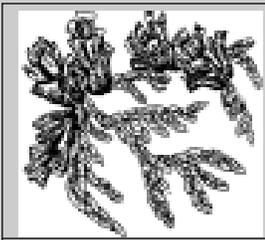
Community organizers and recreation groups along the 100-mile Greenway corridor are developing events and activities for **Greenway Discovery Days, June 11 through 13**. Sponsors are signing on to help publicize the indoor and outdoor treasures in the Greenway and, in early January, Organizing Committee member Debbie Berto, publisher of the Issaquah Press, announced that the Seattle Times has agreed to significant news coverage and schedule information on the weekend before the event.

Something for everyone

“There will be enough interesting activities that people may want to devote several days to exploring,” says Faris Taylor, head of a Steering Committee where representatives from each Greenway community are developing and coordinating events. “People are planning hikes, bike tours, multi-sport races, historic tours, concerts, star-gazing parties, square-dances, and grand openings to celebrate and showcase the natural and historic assets along the Greenway,” she says. “We’ll have railroad buffs coming from far and wide to celebrate the grand opening of the restored Milwaukee Railroad Depot in South Cle Elum and there will be historic train rides in Snoqualmie. Planning for a Mountains to Sound Relay Race is underway and we believe we’ll have a 100-mile scavenger hunt as well. In addition to mountain scenery, the 2004 Greenway Discovery Days will highlight easy and accessible places along the Greenway corridor for families and people of all ages, skills and interests.”

As events and details are planned, they will be found on the Greenway website at www.mtsgreenway.org.

Since December, hundreds of Greenway trees have toppled due to 80 mph winds, heavy snow and an ice storm. So why did some trees survive, and what can homeowners do with damaged trees?



TREES

Trees with dense, slow-growing wood that are pruned properly and have healthy root systems are the least-likely to give way during a storm. According to a professor at Oregon State University, conifers are generally more resistant to ice damage than deciduous trees and spruces and firs are typically more resistant than pines.

However, even healthy trees can be damaged in severe storms. In some cases, the damage may be repairable. Minor fixes include trimming off broken branches and removing torn bark. If a branch has split cleanly and most of the wood is still intact, it can be bolted back together.

If a tree cannot be saved it should probably be removed. Not only are damaged trees a safety hazard, but they can also cause other trees to be lost by increasing their susceptibility to insects, decay and future storms.

Fortunately, these trees may be retained or reused for beneficial purposes. Trees can become logs for wildlife habitat, chipped for mulch, salvaged for lumber, made into furniture, chopped for firewood, or used as creative yard art.

- Kelly Kirkland

While reading the news of the recent Crown Lakes property acquisition near Mt. Si by the Washington State Department of Natural Resources (see page 2) we started reminiscing about the meaning of "S.M.C. Lake", which is the name of the southernmost lake of the three large, high-country lakes on the new public land. Some people have called it "South Meandering Corner" or "Snoqualmie Mill Company" Lake, or even "Skie Lake" or "South Moolock Lake."



HISTORY

But we have unearthed the true name.

There is proof that SMC stands for Special Meandering Corner. The King County Archives has the original land survey notes dated July and August 1902. The notes are as John Taylor, a former Weyerhaeuser employee from a family of North Bend pioneers, remembered from almost 35 years ago: The original survey crew established a Special Meandering Corner on the lake shore. In this case the crew chief inscribed S.M.C. on a rock 18" x 14" x 5" that was 12" in the ground and referenced it with two Bearing Trees (BT's) each likewise inscribed with S.M.C.

The two northern lakes on the new public land are Lake Moolock, which means "elk" in Chinook, and Lake Nadeau, named after Ira A. Nadeau, director-general of the Alaska Yukon Pacific Exposition in 1909 in Seattle.

- John Taylor, Bob Pfeifer and Mike Swayne, Trail Blazers

Greenway People:

This summer will mark the 9th year in a row that volunteer Sean Bishop will find himself spending two weeks, high in the Cascades, doing manual labor in the hot sun on a dusty mountainside. He is sure it will be one of the highlights of his summer.

"Volunteering in the Mountains to Sound Greenway has been a wonderful experience," Bishop says. "Obviously I enjoy it, or I wouldn't keep coming back." Bishop will be volunteering as part of the Greenway Trust's summer program, Mountain Works, which brings young people into the mountains for environmental restoration projects, a week or two of camping, environmental education and fun. He has found previous summers to be rewarding partly because he finds that he meets people with common interests. "It takes a certain kind of person who will take two weeks of a summer vacation to root around in the mountains without a shower the whole time," Bishop explains.

"Sean is a perfect example of a young person who contributed much to the Greenway but who also gained deep, meaningful experiences in return that have helped to shape his entire future," says Ken Konigsmark, Greenway Trust Board Member. "We hope Sean, and many others like him will continue to help better the world for years to come."

A long-term view

His outlook on life has changed because of these volunteer experiences, Bishop says, and he has developed a more long-term view of things. During his 4th or 5th year of summer volunteer work removing eroding logging roads in the mountains, he and several other volunteers hiked far beyond the current project site to the site where he had done his first year of volunteer service.

"It was a very emotional experience," he says, "to go back several years later and see how much different it looks." The location of his first year's work was now a restored slope with plants and trees growing where there was once a dusty, abandoned logging road. "This proves that good things take time. It's great to know that I was actually doing something that made a difference," says Bishop. He says that the long-lasting friendships from these experiences as a volunteer are also a wonderful reward.

"Since the first day I met Sean 8 years ago, he has been an inspiration to the other young participants of the program and to the staff. Not only has he participated in the summer logging road removal program every year, but he also helped lead the way on both Mountains to Sound hikes we have had in recent years," says Doug Schindler, Greenway Trust Director of Field Programs. "Sean is a shining example of the determination, drive and optimism that many of our young people have

“ It takes a certain kind of person who will take two weeks of a summer vacation to root around in the mountains without a shower the whole time.

- Sean Bishop ”

GREENWAY TRAIL continued from Page 2

Greenway Board member Peter Lagerwey first saw the opportunity to connect Greenway trails in the planned, elevated roadway. He alerted the former Special Projects Director Ken Konigsmark, who took part in the planning process. Greenway Board members Seattle Mayor Paul Schell, King County Executive Ron Sims and Baseball Public Facilities District Chair Tom Gibbs supported the kind of wide sidewalks and linkages that could connect a Greenway trail system.

SEAN BISHOP



Sean Bishop

and will use to care for our lands and our society in coming years.”

Sean Bishop was born in Williams Lake, a very small town in eastern British Columbia. He lived in Issaquah during 10 years of his childhood, then moved to Curlew, Washington, a tiny town in the northeastern corner of the state for his high school years. “There were 21 in my graduating class,” Bishop laughs. “And we were the big class!” This fall he began undergraduate studies in Physics at the University of Washington in Seattle. “It’s quite a change, going from a school of 75 to 40,000,” he says. “But I like people, so being at the University has been a good experience.” He received a National Merit Scholarship and a Washington Promise Scholarship toward his higher education. In addition to his studies in Physics, he is active in a writers’ club and enjoys writing science fiction and fantasy.

Global activist

Bishop extended his activism globally when he participated in the World Leadership Conference in Washington, D.C., first as the representative of Washington State when he was a sophomore in high school, then again as a staff person. “The goal is to bring together the leaders of the future,” Bishop explains. “These are all people who have accomplished something. It was inspirational to see so many other people my age, working to make the world a better place.”

Bishop sees the Mountains to Sound Greenway vision as a wonderful idea, and the successes in building the Greenway a testament to the amount of effort, much by volunteers, that has gone into its protection. Volunteering in the Greenway is one way he likes to give back to the community and to the environment. “If the Greenway movement wasn’t here to educate people, the whole landscape might be destroyed simply out of ignorance,” he states.

As a result, SR 519 will provide the link on the waterfront end and another project, still on the drawing boards, will make a leap over I-5 to connect SR 519 to the Beacon Hill Trail. At this stage, Nebbitt explains, the I-90 trail will cross to the west side of Beacon Hill, enter a bike and pedestrian structure that will fly over I-5 parallel to I-90 and touch down near Airport Way. Some street bike lanes will be required to take walkers and bicyclists to 4th Avenue South where they can take SR 519 over the railroad tracks and to the waterfront.

MARTEN

The third in size of the weasel family in Washington State is the marten (*Mustela Martes Americana*). Actually the body size is about the same as that of a mink but their heavier fur and bushier tail makes them appear larger. Martens range in the mountains up to the timber line. They are rarely seen in the lowlands. They are brown in color with black, bushy tails and a patch of orange or yellow on the throat. They are very agile in trees and can easily catch squirrels. They also prey on mice which are abundant in forested areas.



ANIMALS

Marten are very curious. I once saw a marten up near a hole in a cedar tree. I began tapping on the base of the tree with a limb. The marten slowly came down the tree with a barking sound until it was eye level with me. I glanced up the tree and saw several young marten's heads protruding from the hold. A nearby log was littered with the skins and bones of flying squirrels.

Marten population is no longer affected by trapping. However, their tracks, once numerous in the snow, are seldom seen now. This is true of all small woodland creatures. It is time we try to determine why these animals are disappearing and do something about it before some become extinct.

- Morris Jenkins

Eli, my eleven-year-old son, insisted on buying doughnuts. It was late afternoon on a hot August day and we were enroute to climb and bivouac on the top of Granite Peak. Not wanting to spoil the mood of anticipatory adventure I agreed to the purchase. Granite Peak is a 5629 ft. mountain located in the Mountains to Sound Greenway, just north of I-90 exit 47. A four mile hike to the fire tower on the top took us about 3.5 hours.



HIKING

The late dry summer offered no wildflowers but plenty of delicious huckleberries. Eli says that “views are for adults” so I let him find hiking motivation in the huckleberries while I feasted on the expansive vistas. Alone on the summit (remember we are only a 45 minute drive from downtown Seattle!) we tasted the cool evening air and a quick dinner before searching for a place to sleep. When we realized we would be bivouacking on slanted rocks we built footrests in order to keep from avalanching off the mountain.

Snuggling into our sleeping bags at dusk, we admired Mars appearing to the East, and noticed a huge form bearing down on us from the sky. Within seconds I realized it wasn't going to stop and so I thrust my fist into the air as if to say, “Owl, I am a person, not a mouse!” We watched it glide away only to return to investigate. We celebrated the morning with doughnuts squashed to the size of pancakes and hiked out, very thankful for the opportunity the Greenway provided us.

- Sally Kentch

A LOOK BACK

at the Mountains to Sound Greenway



Before 1931 the highway across Snoqualmie Pass was closed during the winter and had to be cleared each spring. Building of a wagon road had been started in 1865, but the Sunset Highway (what is now Interstate 90) wasn't paved until 1934.

Photo courtesy of the Pemco Webster & Stevens Collection at the Museum of History and Industry.



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RETURN SERVICE REQUESTED

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.

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