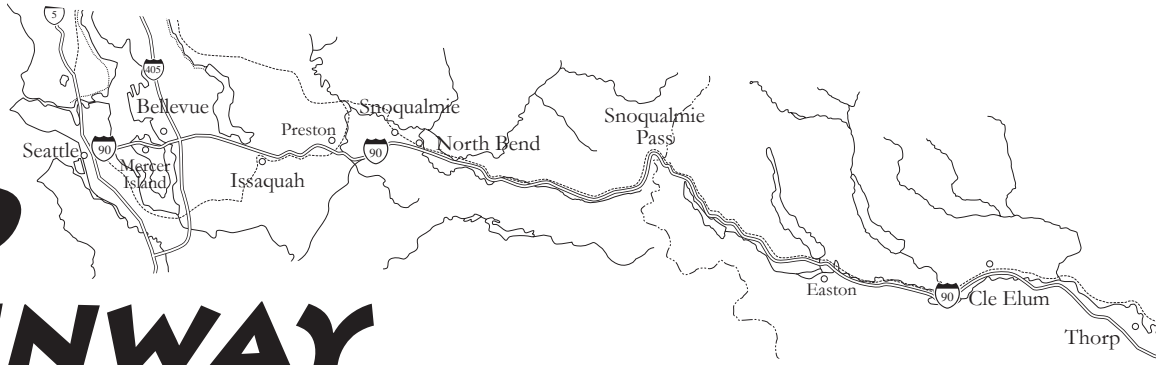


MOUNTAINS TO SOUND GREENWAY



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

Volume 11, Number 2
July, 2004



Rex Derr, Washington State Parks Director, center, makes Parks staff and members of equestrian clubs and railway enthusiasts happy by officially opening a new trestle on the John Wayne Pioneer Trail in June. Hikers and bicyclists will be happy too. Two new trestles near Easton fill the last gaps in the trail from North Bend to Thorp in the Greenway. See story page 2.

NEW! GREENWAY VOLUNTEER OPPORTUNITIES AND NEWS INSIDE - SEE PAGE 6.

WASHINGTON STATE PARKS FILLS FINAL GAPS IN THE JOHN WAYNE PIONEER TRAIL

Late in May, State Parks dropped in place and welded the final bridge spans that make the John Wayne Pioneer Trail an unbroken recreational avenue from one side of the Cascades to the other, in the Mountains to Sound Greenway. Previously, hikers, bicyclists and equestrians had to leave the trail near Lake Easton and detour on a road through the town of Easton.

The final gaps in the 113-mile trail to Ellensburg were filled by the two trestles, FF-16 and FF-18, (historic railroad designations that reflect the origin of the John Wayne Pioneer Trail in the bed of the abandoned Milwaukee Road railway). The trestles, 174-foot crossing the Yakima River (FF-18) was completed in 2001 and the 196-foot crossing (FF-16) of the active Burlington Northern Santa Fe railroad line and the Yakima River at Lake Easton was dedicated June 13 as part of Greenway Discovery Days.

The FF-16 trestle not only makes an unbroken trip to Ellensburg possible on the trail, it enhances recreation at Lake Easton State Park, a popular destination for tourists and overnight campers. "Park users can now make the five mile loop all around Lake Easton, using the John Wayne Pioneer Trail to explore the south side of the lake," says Tim Schmidt, Manager of the Lake Easton State Park area. The second trestle is close to the Cabin Creek Interchange.

Ranger Schmidt, a Washington State Parks representative on the Greenway Technical Advisory Committee, has seen the abandoned railroad line evolve from a vague passage through the mountains, choked with weeds and fallen



This campsite at Alice Creek is one of four new camping locations along the John Wayne Pioneer Trail in Iron Horse State Park.

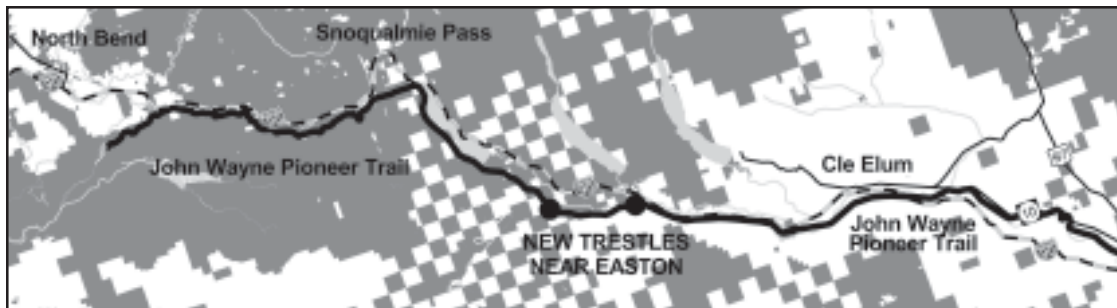
trail experience, and it was just a matter of gradually finding the funds." Since the mid-1990s, State Parks has bridged all the trail's trestle gaps, installed safety railing on trestles, constructed a major western terminus trailhead at Rattlesnake

Lake near North Bend, added a major trailhead at Hyak and added basic campsites at four locations.

The entire 113-mile John Wayne Pioneer Trail within Iron Horse State Park is managed by Washington State Parks from North Bend to the Columbia River. The old railroad line continuing east of the Columbia is owned and managed by the State

Department of Natural Resources. Each year, equestrian groups make the trek from the Idaho border to North Bend.

Ranger Schmidt says as funding becomes available, "look for additional campsites and trail surfacing improvements." Another big project adding to the trail's attractions will be the interior restoration of the South Cle Elum train depot and railyard. State Parks is working in partnership with the private, non-profit Cascade Rail Foundation to restore the historic character of the depot and add recreation support facilities, Milwaukee Road interpretation and a cafe.



The John Wayne Pioneer Trail, the backbone of the Mountains to Sound Greenway trail system, starts at the new trailhead at Rattlesnake Lake just south of North Bend and runs east through the Greenway to Thorp and beyond.

trees and rocks, to a broad, gravel-surfaced trail used by more people every year. According to Schmidt, "Hundreds of volunteer hours and a dedicated park staff has been the keystone to putting the trail into a usable condition. Funding has come from the Washington Wildlife and Recreation Program, NOVA grants and the State capital construction program." Among the trail's attractions are some great views of the peaks and steep valleys around Snoqualmie Pass and a 2.3-mile trip through a dark, damp tunnel under the Pass.

"State Parks has kept a steady focus on this trail," he explains. "We have a Master Plan that guides us in what is needed to make it a safe and first-rate

Newsletter Changes: You'll notice a new format and more pages in this issue of the Mountains to Sound Greenway newsletter. We've combined the regular quarterly newsletter with the volunteer newsletter. You are one of the over 6000 people receiving this publication, and you, our readers, are essential to accomplishing the Greenway vision. You are volunteers, donors and supporters of the goal of creating and protecting a scenic, recreation corridor along I-90 for people and wildlife. Thank you for your support, and please pass this news on to a friend!

To sign up to receive this publication regularly, please contact the Greenway office at 206-382-5565 or info@mtsgreenway.org.



GREENWAY DISCOVERY DAYS

FROM MOUNTAINS TO SOUND
JUNE 11-13, 2004

First Discovery Days Draws New Visitors to Greenway Communities

By the time the first annual Greenway Discovery Days weekend ended on June 13th, thousands of people had taken part in a variety of events presented by communities and recreation groups all along I-90.

Over 100 people traveled over 200 miles to visit museums, scenic vista points and historic communities located just minutes off I-90 as part of the Mountains to Sound Scavenger Hunt. Fifty-two others of all ages experienced both familiar and unfamiliar trails as they took part in the Greenway Adventure Relay, from the Snoqualmie Summit to Issaquah.

The three-day event took over a year's work and planning by members of the Greenway Trust Board and representatives of communities, from Seattle to Thorp. Board member Leon Kos, Issaquah City Administrator, was chair of the event Organizing Committee.

Making the "Greenway" a Household Word

"We created this whole thing because there are too many people in our region who either don't know why we don't have strip city all along I-90," Kos says, "or they know the highway corridor is a 'greenway' but they have only a vague idea of what that means. Our first and over-riding goal for all this effort was to build broad, regional awareness about the Greenway."

Kos and co-chair of the Organizing Committee Faris Taylor are extremely pleased with the results. "We had thousands of people out visiting sites in the Scavenger Hunt, attending concerts, dances and bonfires, doing the relay, taking part in guided hikes and visiting the community gateways where people could get information on local events," says Taylor. "The community volunteers from Mercer Island to Thorp who staffed the gateway booths were really pleased with the number and enthusiasm of visitors who had never really stopped to pay attention to their town before."

Two Big Events and Sponsors Were Crucial

Biggest-draw events were the 52-mile Mountains to Sound Adventure Relay and the Mountains to Sound Scavenger Hunt that drew competitors to 10 sites along the Greenway where they gathered information and a stamp on a passport that qualified them for prizes. (See page 5.)

One entry blank had the note "Lots a' fun!!! Cool stuff!!!"

"We wanted to create a whole range of activities that would be fun and meaningful for people of all ages and interests," Kos says. "For

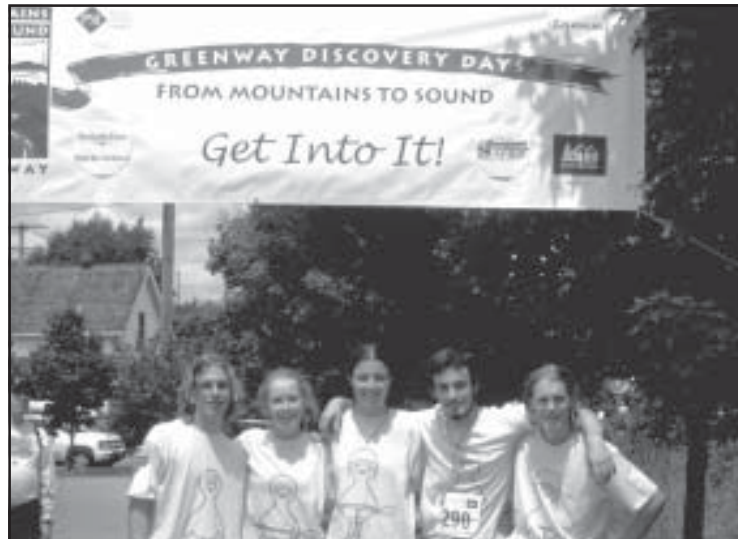
year one, we also tried to keep it small enough so that we'd be well-organized and have a positive experience to build on for coming years. We got tremendously lucky in finding sponsors and donors of prizes who understood that and were willing to support a first-year event. They enabled us to get the broad publicity that was a big part of our goal. Puget Sound Energy and REI were the lead presenting sponsors. With their involvement, we gained enormous credibility with other sponsors. All of them together made it possible."

"My high point of success was in the reactions of people in the Scavenger Hunt," says Taylor. "Prize winners and others on their entry forms said, 'We loved this, we didn't know all these neat places were even there. It was worth it, even if we don't win the prize.' Relay participants had similar reactions as they jumped into canoes and kayaks to cross Rattlesnake Lake or made the bike sprint to Meadowbrook Farm."

Year Two: An Experienced Committee

Kos and Taylor are particularly pleased that all members of the original Organizing Committee are ready to do it again for Greenway Discovery Days- Year Two. They are: Debbie Berto, publisher of the Issaquah Press; Will Chin, REI; Jim Hutchinson and Brian Lenz, Puget Sound Energy; Robin Kelley, Executive Director of Issaquah Salmon Days, Kos, Trevor Kostanich, Summit at Snoqualmie; David MacDuff, Talus community; Louis Musso, heritage development, Cle Elum; Taylor and Ruth Winbauer, Port Blakely Communities; Helen Henry, Scavenger Hunt; Paul Cooke, recreation.

Danny Levine, NationAd Communications, who met Greenway representatives when they were seeking the sponsorship of one of his clients, is such a fan of the recreation opportunities along the Greenway that he jumped in to help expand the publicity campaign and will join the Organizing Committee for 2005. Levine also recruited professional graphics designer Mark Plummer of Carnation, who donated extensive graphics support.



The Yellow Duckies relay team celebrated at the finish line in Issaquah. They finished first in the Youth category. REI sponsored the 52-mile Mountains to Sound Adventure Relay.

SCENES FROM GREENWAY DISCOVERY DAYS

100-MILE FESTIVAL ALONG I-90 WITH GAMES AND EVENTS FOR EVERYONE



Tourists and locals gathered to celebrate the dedication of a new interpretive center at Meadowbrook Farm, a building modeled after a Native American longhouse in the shadow of Mt. Si.



Seattle Mayor Greg Nickels kicked off Greenway Discovery Days with students from Alki Elementary who drew Mountains and Puget Sound in chalk along the Greenway trail at Alki Beach in West Seattle.



Winners of the Greenway Discovery Days Scavenger Hunt were, from left, grand prize winner Patrick Cook and his family of Sammamish, Tracy Hope of Seattle, Will Glasby of Seattle and Matthew Jones and his mom from Bellevue. Cook's children know the scavenger hunt clues by heart.



The Issaquah Arts Council sponsored an afternoon concert at the finish line of the 52-mile Mountains to Sound Adventure Relay. The King 5 Television Home Team Summer van brought games and refreshments to the celebration.



The final Greenway Discovery Days event was the Sunday afternoon celebration of complete exterior restoration of the historic Cle Elum railroad depot. Rail enthusiasts, State Parks leaders and equestrian groups converged for the event in South Cle Elum.

GREENWAY DISCOVERY DAYS PRESENTING SPONSORS



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GREENWAY DISCOVERY DAYS FIRST ANNUAL SCAVENGER HUNT WINNERS

MOUNTAINS TO SOUND ADVENTURE RELAY 2004 RESULTS

Grand Prize - Two nights and breakfasts and a dinner for two at the Salish Lodge, including two spa treatments and use of a Lexus car.
Winner: Patrick M. Cook, Sammamish

\$400 Gift Certificate to REI. Winner: Will Glasby, Seattle

One-night stay at the Washington Athletic Club in Seattle, including a dinner at Torchy's restaurant and two, first-level seats at a Mariners game.
Winner: Tracy L. Hope, Seattle

Two-night stay for two guests: Iron Horse Inn Bed & Breakfast, S. Cle Elum and a round of golf for two at Suncadia Resort in Roslyn. Winner: Mathew Jones, Bellevue

Season Pass- Summit at Snoqualmie ski area
Winners: Renae Lydum, Seattle; Mackenzie Elkins, Bellevue

Two first level seats at a Mariners game
Winner: Gavin Rusk, Issaquah

Dinner at the historic Roanoke Inn on Mercer Island
Winner: Amanda Moen, Cle Elum

Scavenger hunt participants visited up to 10 sites between Seattle and Thorp to find a local fact, a clue to an anagram and a stamp.

Family team winner: "P" Unit - 3 hours, 18 minutes

Youth team winner: Yellow Duckies - 3 hours, 57 minutes

Coed team winner: Puget Sound Energy - 3 hours, 22 minutes

Women's team winner: Special K's - 4 hours, 42 minutes

Men's team winner: Eminent Domain - 3 hours, 18 minutes

Women's solo winners: Susan Anderson - 4 hours, 55 minutes
Teresa Schoonejans - 4 hours, 55 minutes

Men's solo winner: Rick Todd - 4 hours, 2 minutes

Relay participants completed a 52-mile race course from Snoqualmie Pass to Issaquah that consisted of mountain biking, paddling, a second mountain biking leg, road biking and running.



Graphics donated by David Horsey.

Connecting People and Landscapes Through Volunteer Stewardship

VOLUNTEER PROGRAM



Summer Camps on Rattlesnake Mountain

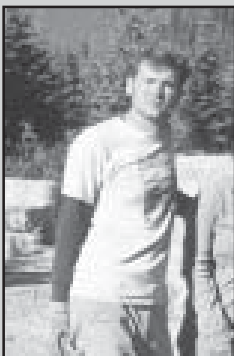
This summer the usual Mountain Works program, run jointly with staff from EarthCorps, was a little bit shorter but no less productive. Heavy equipment pulled up abandoned logging roads, then dozens of young volunteers restored the former roadbed. They also improved two miles of the Rattlesnake Mountain Trail. A picnic celebration on August 7th gave them a chance to celebrate with their friends and family. Some of these volunteers have worked and camped on Rattlesnake Mountain for the past two summers and are looking forward to seeing the trail that will traverse the Rattlesnake Mountain Scenic Area, to be completed next summer.

Meanwhile, on the other side of I-90 in the Middle Fork Snoqualmie River Valley, thirteen college students from the UK and Canada were working and learning about trails and restoration for the first time. They volunteered through the International Student Volunteers (ISV) program for two weeks and even their

American faculty supervisor from the Midwest was impressed. "There is nothing like this back home. You can go for a walk in a city park, but it doesn't connect to anything. Here there are so many miles of connected trails and green spaces. It has been a great opportunity," said Marguerite Forest.

The ISV teams improved trails on Mt. Si, Rattlesnake Mountain and Mine Creek, and removed blackberries along Gardiner Creek at Meadowbrook Farm. They were led by Pete Kingham, a newcomer to the Greenway Trust Stewardship Program but an old pro when it comes to leading outdoor camps. "Each crew was so different and they were a lot of fun to work with. I saw a lot of lightbulbs go off as we talked about land use issues and the Greenway. That was maybe the best part of the program. Most of them think differently about open space now and I hope they will take that home with them," said Kingham.

New Faces in the Field



Volunteers have started to notice some new faces at weekend volunteer projects, but these hardworking men are out all week long improving the Greenway. Tye Powers (left) and Anthony Davis (right) work for the WA State Department of Natural Resources' Washington Conservation Corps program but spend their time exclusively on Mountains to Sound Greenway projects. They have spent long, hot days placing hay bales on Rattlesnake Mountain to prepare for the road removal project and cold, wet days in Issaquah planting trees. They come to the Greenway with considerable field experience and will spend one year expanding their backgrounds in advanced trail construction, cutting-edge invasive plant control techniques, and more.

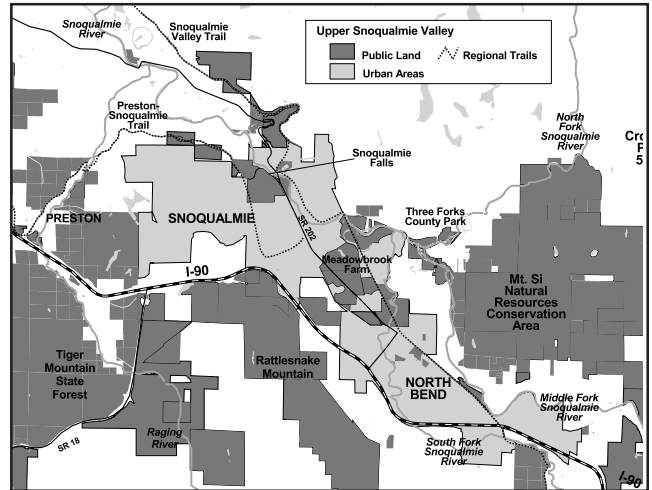


NORTH BEND AND SNOQUALMIE RESIDENTS NEEDED FOR NEW PROJECTS

Late last year the Greenway Trust received a Rural Communities Partnership Grant from King County. This grant allowed the Trust to complete riparian restoration at several sites in the Upper Snoqualmie River Basin. Through discussing these projects with cities and groups in the Basin, several more sites were identified where additional work could happen and people began to work to find funding.

The City of Snoqualmie wrote and received a King Conservation District grant to complete invasive plant removal and native plantings on two city-owned parcels right on the Snoqualmie River. This project will prevent invasive plants from reinfesting a recently completed restoration project as well as stabilize the slope preventing erosion, providing wildlife habitat and protecting a sewer line that is close to the river. This August, the Greenway Trust will work with the City of Snoqualmie to control the invasive weeds on the Park and Spruce Street sites. Volunteers will return this fall to plant native trees and shrubs.

The City of North Bend wrote and received a King Conservation District grant and a King County Rural Communities Partnership Grant to greatly expand the restoration happening along Gardiner Creek. Volunteers have already started restoring the area of Gardiner Creek that flows along the east boundary of the Meadowbrook Farm, next to the new interpretive center. The historic Meadowbrook Farm was acquired several years ago through the efforts of the Cities of North



Bend and Snoqualmie, King County and the Greenway Trust. Volunteers will continue working to remove invasive blackberries on this stretch in August, returning to plant native trees and shrubs in the fall.

These projects owe much to King County and King Conservation District for providing funding, as well as to Mike McCarty of Snoqualmie and Sara Sayles of North Bend for writing these grants and managing these projects for the cities. "Now is the time for local citizens and groups to sign up to volunteer to participate in this exciting project," said Kelly Kirkland, Greenway Volunteer Program Coordinator. "I'm hoping to see lots of new faces from North Bend and Upper Snoqualmie schools, businesses, scouts, churches, families and, of course, individual folks, too. It's going to take a lot of digging to get rid of those weeds and replace them with native trees, but I know there are lots of people who care about this place. I'm really looking forward to working with them."

Below: Rebecca Bailey has been an invaluable asset to the Mountains to Sound Greenway Trust office for more than a year, but she is now moving on to law school at Northwestern in Chicago. She helped set up the email list Greenway_Links, made a series of complex trail maps, processed most of the paperwork for volunteer events and took on other special projects. This fall her position will become a full-time AmeriCorps position. Applications are available at www.mtsgreenway.org.



Ideas for Using The Insert

Almost every weekend year-round, volunteers are needed to plant trees, build and maintain trails, dig up invasive weeds, or complete other projects along the I-90 corridor. There are thousands of acres of land to maintain and volunteers are the key to keeping the landscape healthy.

Inside future issues of Mountains to Sound readers will find an insert with information about upcoming volunteer projects. This page is designed to be posted on refrigerators, in schools, offices, community centers--anywhere there are people who care about the landscape along I-90 and who enjoy spending time out in it.

If you would like an electronic copy of the insert, additional copies, or more information about projects, please contact Kelly Kirkland, Volunteer Program Coordinator, at 206-812-0122 or kelly.kirkland@mtsgreenway.org.

"THANK YOU," MOUNTAINS TO SOUND

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PEAKS OF THE GREENWAY SERIES #1 COUGAR MOUNTAIN



The West side of Cougar Mountain, heading east from Mercer Island.

You may be startled, crossing the floating Bridge from Seattle, by the lump of landscape rising so anomalously high from the shore of Lake Washington. That's Cougar Mountain, elevation 1595 feet, three-and-a-half times more than Queen Anne Hill. Until Doc Russell came along in the 1950s, it was the Newcastle Hills, and had been since the mines were opened in Coal Creek in the middle of the 19th century. The doc hated the reek and grime of coal but loved the wilderness of cougar habitat. The mines closed, the cougar remained and doc prevailed.



North side of Cougar Mountain from Lakemont Blvd.

Photos by Larry Hanson

Seen from I-90, the mountain is nothing remarkable. Just the same old same old "Puget Sound City" – clearcutting, second growing, land developing. The other side of the Mountain is a different story. The mines that made Elliott Bay the most important coaling port on the West Coast...the terminus of Seattle's first railroad, the Seattle and Walla Walla...

And the Cougar Mountain Regional Wildland Park, 3000-plus acres of forest, miles and miles of trails – foot trails, nary a wheel to disturb the peace. The largest in-city wildland park in the United States. Land-developing is as inexorable as gravity. Wildland – preserving in such a location is a miracle. Prayer, however, had nothing to do with it. Credit the founding in 1979 of the Issaquah Alps Trails club and the election in 1981 of Randy Revelle as the King County Executive.

Read all about it in books published by the Issaquah Alps Trails Club: *Guide to Trails of Cougar Mountain* by Charles McCrone, and *Coals of Newcastle*, by Lucille and Richard K. McDonald.

- Harvey Manning

Greenway People:

"There is almost nothing we can't accomplish when working with good volunteers."

Faris Taylor, Mountains to Sound Greenway Trust Board Member, has a definite belief that volunteers can accomplish great work, and she has a lifetime of accomplishments to prove it. Most recently, she led a group of volunteers to put on the first annual Greenway Discovery Days on June 11-13, 2004, the 100-mile festival of events and attractions along Interstate 90.

"We did in one year what should have taken two or three," Taylor says. "We have had rave reviews about the festival's first year." Taylor chaired the Greenway Discovery Days Steering Committee of people from communities along I-90. This group set up and hosted events such as the Mountains to Sound Adventure Relay, a scavenger hunt, concerts and dances, historic tours, guided hikes, boat rides and family events. A community festival with this many diverse events, put on almost wholly by volunteers, was an amazing start at something that will continue to bring public awareness of the Mountains to Sound Greenway, explains Taylor. Some of the main goals of Greenway Discovery Days were to bring people out to enjoy the natural and human attractions of the Greenway, and to publicize the efforts that are going into the protection of this scenic, recreation corridor.

Issaquah Activism

In addition to her role as a Greenway Trust Board Member, Taylor is a member of the Issaquah Highlands Council Board to help ensure that the quality of life of this region is recognized and preserved as the new community at Issaquah Highlands evolves. She was recruited to the Greenway Trust Board by fellow board member Leon Kos, Issaquah City Administrator, because of her volunteer work in Issaquah and her past experience as part of the organizing committee for the 1991 Washington State Summer Games. Greenway Discovery Days, in many ways, grew out of Taylor's experience in putting on large, volunteer-run events.

A Lifetime of Achievements

In an earlier part of her life, Taylor was a competitive figure skater and reached a third-place ranking in U.S. National competitions. "Participating in anything at that level of intensity," Taylor says, "trains you for discipline in many other areas of life." Her whole family reflects this competitive edge. Taylor met her husband, Bill, at a Colorado Springs athletic training center where he was an NCAA hockey player. They have been married for 54 years and have two children and five grandchildren. Faris Taylor joined the ski patrol and became a ski instructor when her children were young. Faris and Bill's son Billy competed

FARIS TAYLOR



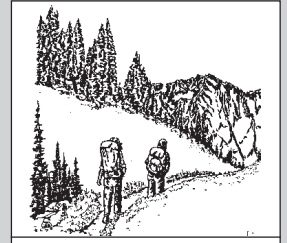
Faris Taylor with Barkley and Beau.

on the U.S. ski team in the 1980 Olympics, and their daughter Missy is a sailboat racer in Rhode Island. Their household in Issaquah Highlands includes two beloved dogs, 95-lb bouvier des flandres, a breed that originated as herding dogs on Belgium farms. Taylor's dogs are show dogs, one being a 13-yr old American Champion, now retired, and a 22-month old puppy who is just starting to be shown.

The Taylor family lived in upstate New York before moving to the Northwest in 1982. "Being from the East Coast, where the Greenway concept doesn't really exist, makes me appreciate the Mountains to Sound Greenway," explains Taylor. She has seen an astonishing increase in development in her years in the Northwest, which makes this protected, connected Greenway along Interstate 90 all the more valuable, she says.

As land use in the region of the Greenway reflects a transition in use in the past decades, moving from rural and bucolic roots to more urban and suburban communities, and as the region's population has expanded, the trail system that many of us know and love is also going through a related transformation.

Trails that were known to only a few now are widely publicized in papers, maps, books, magazines and on the internet. On weekends many trailheads are over-filled with cars and SUVs as more of us seek the pleasures of the trails. Where once only a few hundred people a year explored a trail, now a few hundred in a weekend is not uncommon.



TRAILS

What does this growth in trail use mean for our trails? For one, it means that how a trail is designed becomes more important as use levels rise. A trail that may originally have been envisioned as a simple means to get from road to viewpoint now must be reconsidered for its level of use, type of use, environmental impacts, safety, rate of deterioration and costs to maintain. In short, the design of the trail corridor has become an important factor for managing current uses and anticipating use in the future.

How do use levels influence a trail design? The answer will vary a great deal from trail to trail, based on types of use and soil conditions, but here are a couple of common factors:

High use trails experience a lot of two-way traffic, and the width of the tread will need to accommodate that. This may seem obvious, but a successful trail design has to keep people on the trail. If that doesn't happen, users will invariably step off on the downslope side, causing the tread to slip down the hill over time, a common maintenance issue.

The steepness of a trail is also an important consideration. Generally, the steeper a trail is, the harder and more expensive it is to maintain. A trail that is not too steep will be kept in place by the feet of the users, whereas a trail that is too steep is constantly being incrementally worn away by those same feet. Next time you are on a trail, notice whether you are setting your entire foot down as you ascend, or if you are tending to stay on the balls of your feet. If you are doing the latter, then you are contributing in a tiny, fractional sense to the erosion of the trail.

Instability of the tread on high use trails is also increased by severally wet or dry conditions. The fact that we love to hike our trails year-round, definitely impacts the condition of the trail system. On many of our higher elevation trails, the worst damage occurs when early season hikers encounter snow melt. All that melt-water carries away trail tread material when passing feet churn it up. Conversely, very dry conditions of late summer will cause some trail tread to lose its elasticity, leaving it much more prone to being dislodged by passing feet. That loosened material is then either washed or literally walked off the trail.

A good trail design will take the impacts of use into account and seek to minimize those impacts so that the trail can be effectively maintained for all of us to enjoy. Please get out there and enjoy a Greenway trail soon!

- Mike Stenger

A LOOK BACK

at the Mountains to Sound Greenway



Hop Ranch Hotel

The Hop Ranch Hotel at Meadowbrook Farm stood from about 1884 to 1948 on Park Street, on land that is currently a Mount Si High School athletic field. The Hop Grower's association built the hotel for visiting businessmen and summer tourists who hiked, fished, boated or rode horses to the nearby Snoqualmie River, or came to view hop growing operations. The hotel closed to guests about 1904, but continued to be used by Meadowbrook Farm employees.

Photo courtesy of the Harold Keller collection of the Snoqualmie Valley Historical Society.



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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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