

MOUNTAINS TO *Sound*

Volume 10, Number 2

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**GREENWAY
BIKERS:**

**Alps
to
Arboretum
Tour
July 19th**

The Mercer Island/I-90 bike and pedestrian trail will be one of the more ample and luxurious legs on the July 19th Alps to Arboretum Bike Tour, celebrating the Greenway and the Seattle Olmsted parks centennial. The family bike tour begins in Issaquah and ends in Seattle's Washington Park Arboretum. See story, page 2.

Alps to Arboretum - July 19th

Bike Tour to Link Greenway to Historic Seattle Parks

As part of the year-long celebration of Olmsted parks in Seattle, the Greenway Trust is joining with the Bicycle Alliance of Washington to co-sponsor a 19-mile bike tour, Alps to Arboretum on Saturday, July 19th. “We’re celebrating the historic commitment of people in this region to parks and trails,” says Bicycle Alliance Executive Director Barbara Culp, “and riding to unite the forests of the Mountains to Sound Greenway with the forests in Seattle’s Olmsted Parks.”

Elected Leaders on Hand

King County Executive Ron Sims will kick-off the tour at 9 a.m. near the East Lake Sammamish Trail. Culp and Dennis Neuzil will provide experienced tour leadership as bicyclists wind through the Eastgate area where new trails are proposed, then join the I-90 trail system in Bellevue’s Enetai Park, cross Lake Washington and follow the Olmsted-designed Lake Washington Boulevard to the Washington Park Arboretum Visitors’ Center. Seattle Mayor Greg Nickels will welcome the tour to the forests of the city around noon.

“We are still working out some of the

details,” says Greenway Trust volunteer Paul Cooke who is helping coordinate the event. “We will be providing water and sack lunches for the participants and return transportation from the Arboretum and it looks like the registration fee for the tour will be about \$15. If people want to bike back to their starting point or don’t need the return trip, the registration fee will be less,” Cooke says.

Just a Little Uphill

Cooke describes the tour as an easy-going recreational outing with a few stops for views and to discuss Greenway projects along I-90. “This is an area where there are some missing links in the Greenway mainline, separated trail system, so we’ll point out the possibilities for filling those gaps as we go along.” There are short uphill sections of the route, but most are flat or gentle grades he says. Riders should be at least 12 years old.

Frederick Law Olmsted designed New York City’s Central Park and is often called the “father of landscape architecture.” His sons were brought to Seattle in the early 1900s to design Seattle’s park system, inspiring Seattle voters to authorize millions of dollars in bond issues

to build it. “Olmsted designed with a respect for the natural landscape and emphasized connected green systems that people could walk and drive through,” says Nancy Keith, Greenway Trust Executive Director. “People commonly think of the mountain part of the Greenway,” she says, “but Puget Sound is equally important. It’s the city parks and trails all along I-90 that link people to the mountains.”

Culp and Cooke are still recruiting co-sponsors for the bike tour and hoping to find a local bike shop that will donate a maintenance team to support the tour. “This event is much more than a regular bike ride,” Culp says. “We’re celebrating some of the wonderful qualities of our region – the reason we are so lucky to live here. We hope a lot of bicyclists will want to be part of this positive ride.”

Event information and signup forms are available from the Mountains to Sound Greenway Trust - <http://www.mtsgreenway.org/projects/events.htm> or 206-382-5565 - and the Bicycle Alliance of Washington, 206-224-9252.

MOUNTAINS TO SOUND GREENWAY COMING EVENTS

Saturday, June 7, 10:00 a.m.

Rattlesnake Ledge Trail Grand Opening

In the past year over 1400 volunteers have spent more than 15,000 hours digging a new trail to Rattlesnake Ledge. Come see the results of their hard work, and enjoy a free barbeque or take a hike up the Ledge trail. From I-90 exit 32, follow 436th Ave. SE for 2.7 miles south to Rattlesnake Lake and the trailhead.

Saturday, June 14, 9:00-3:00

Day in the Greenway, sponsored by Puget Sound Energy

This is the largest volunteer event in the Greenway and an annual tradition. Volunteers will be working in the tree nursery, on the John Wayne Pioneer Trail and several other sites, followed by a picnic at Lake Sammamish State Park at 1:00.

Saturday, July 19, 9:00 a.m.

Alps to Arboretum Bike Tour

The Mountains to Sound Greenway Trust and the Bicycle Alliance of Washington are sponsoring a 19-mile bike ride from Issaquah to Seattle. For information or to sign up, go to <http://www.mtsgreenway.org/projects/events.htm>

Saturday, July 19

TrailsFest, sponsored by Washington Trails Association

Activities, booths, food and fun for the whole family at Rattlesnake Lake. From I-90 exit 32, follow 436th Ave. SE south for 2.7 miles.

For more information about events in the Greenway go to <http://www.mtsgreenway.org/projects/events.htm> or call 206-382-5565.

New Powerline Plan Includes Greenway Benefits

For the past two years, the Bonneville Power Administration (BPA) has proposed a new, nine-mile power line through the Cedar River Watershed and the Raging River valley along State Route 18. The idea has been controversial among environmental and citizens' groups and the City of Seattle which owns and manages the watershed. In late April, Seattle Mayor Greg Nickels and BPA announced a positive resolution to the issues surrounding the project.

Primary concerns have been the impact of construction and clearing on the forest habitat where Seattle's water supply originates. The project will add a second rank of power transmission towers and lines alongside an existing set of towers, effectively doubling the footprint of the cleared corridor.

Drinking Water Quality a Key Concern

Charlie Raines, Director of the Sierra Club Checkerboard Project, worked extensively on the agreement. "BPA has proposed significant mitigation for the impacts of this project on fish, wildlife and water in the Cedar and Raging River basins," he says. "Based on these commitments, the Sierra Club has dropped its opposition to the proposed powerline."

Ken Konigsmark, Greenway Trust special projects director, says, "Most notably for the Greenway forest corridor, BPA has agreed to purchase 1100 acres of private forestland in the vicinity to compensate for the loss of about 160 acres that will be cleared for the new power line. BPA will then transfer 600 acres to the Seattle Water Department to add to the Watershed. The remaining 500 acres will be sold to private owners with the restriction of a permanent conservation easement on the deed, allowing forestry but not future development."

"We've always been concerned to protect the integrity of the Raging River basin," Konigsmark says, "because it's part of the forested landscape south of I-90 and home to annual runs of salmon and cutthroat trout. We had identified one, 350-acre parcel on the flank of Taylor Mountain as crucial for that protection and BPA has already acquired it as part of this agreement." Other parcels to be purchased are near Kangley, south of the watershed, and on the Cascade crest.

BPA, Continued on Page 10



The Bonneville Power Administration plans to add a second row of power line towers alongside the existing line in the center of this picture, shown where it drops from the Seattle Watershed and Taylor Mountain into the Raging River Valley. As part of an agreement with the City of Seattle and environmental groups, BPA has already purchased some of the upper forest land in this picture and will purchase another 750 acres to mitigate the effects of the expanded cleared zone the line will require.

The Greenway: Looking Forward

- President Sally Jewell



With 12 surprisingly successful years behind us, it would be tempting for the people in Greenway Trust to rest on our laurels, or - should we say - our fir boughs. We have been amazed that we could add over 115,000 acres of open space land to the public's ownership along a busy interstate highway. Our huge array of partners has done that and achieved many other goals besides.

One year ago, Greenway Trust Board members sat down to contemplate the future of this organization. Our first question was: Does the Trust need to continue to exist? Why and in what form? "Yes," was the unanimous answer and the loudest "yeses" came from some of the land managers responsible for taking care of the lands we've added to their ownerships. These cash-strapped agencies have to provide safe and sanitary places for recreation for the millions of people who flock to these open spaces while protecting wildlife habitat as well.

A second chorus of "yeses" came from the more urban members of the Greenway Board who noted the continual pressures to change land uses and erode the permanence of open spaces along I-90. They believe the only way the connected Greenway will endure through time is with the vigilance of a "watchdog organization".

We also solicited opinions from people outside the Trust Board. They said the Greenway Trust is the only conservation organization that consistently brings together so many diverse interests - from government agencies to private landowners and citizen interest groups. They say someone needs to continue to convene and push all those parties to complete and protect the Greenway.

These discussions have culminated in a Three Year Strategic Plan for the Greenway Trust. It lays out five areas of strategic goals for the Greenway corridor: preserve the Greenway landscape, protect Greenway lands, enhance the Greenway through environmental and recreational stewardship, educate the public on sustainability, and build public awareness of the benefits of the Greenway. Another three goals guide the organization of the Trust: continue to be a convener and catalyst among varied interests, evolve a governance structure to fit changing needs and insure funding to sustain the Greenway.

The full Greenway Three-Year Strategic Plan, including strengths, weaknesses and opportunities, is available to anyone and we encourage you to call the Trust office and ask for a copy. Contact Dan at (206) 382-5565 or dan.beals@tpl.org.

NEWS ALONG

Parking Fees at Trailheads Help Keep Gates Open

There are several new developments on the John Wayne Pioneer Trail that traverses the heart of the Mountains to Sound Greenway. Overnight camping facilities are open for a second summer at four sites. A new trailhead facility with clear and easy trail access now makes it easy to get on the trail at its western terminus at Rattlesnake Lake. Collection boxes and a \$5 daily fee for parking have been added in trailhead lots.

Iron Horse Park Manager Tim Schmidt says the Washington State Parks and Recreation Commission began collecting the fees across the state in January. "Initially," he says, "they considered the fee as a way to fund park improvements. But then they realized that, due to the state's budget crisis, some of the fee revenue may be necessary just to help hold the park system together and keep parks up and running."

"Without these fees," Schmidt says, "they would have to close some parks and decrease the maintenance and security elements of our operations." The fees will help Schmidt retain two year-round park rangers who patrol and maintain the 63 miles of the trail, from North Bend to Vantage.

"They are watchdogs for hazards on the trail and for people's safety, they clean up litter, maintain restrooms and check the tunnel at the summit once a day. With more people using the trail and trailheads every year, most people want to see someone with official presence out

there. It makes them feel safe and it discourages problems." Public use in summer rises to such a degree, Schmidt says, that he has to add three additional park aides for the summer months to keep up with public requests for information and trail touring requests.

The new fees are for parking only. "If people get there without a car, they can use the trail for free," Schmidt explains. One day's fee will cover all trailheads. An annual State Parks pass is also available for \$50 and is good across the state. Fee collection boxes are now in place at trailheads at Cedar Falls, Hyak, Lake Easton, South Cle Elum and Thorp.

Overnight Accommodations

Four backcountry camping areas have been developed between Cedar Falls and Lake Easton. Each is located near open, running water and has three or four camp sites with tent pads, vault toilets and a fee collection box. While the fee for the camp sites is \$7, users who have already paid a parking fee of \$5 will only need to pay \$2 for camping, Schmidt says. West of the summit, camps are located on Wood Creek and Carter Creek. East of the summit, near Lake Keechelus, camps are on Cold Creek and Roaring Creek. All the camps were developed with grant funds from the Non-Highway Road and Off-Road Vehicle Activities Program. (NOVA).

To receive a map of the John Wayne Pioneer Trail, call Washington State Parks and Recreation Commission at 360-902-8844.

Forest Lot a Real Fixer-Upper

Just off the High Point exit ramp from I-90, near the entrance to the popular Tiger Mountain trailhead, folks had been living for some time on five acres, in a mobile home, surrounded by a few historic sheds and a very large collection of old tires. So many old tires, that they used dozens of them to construct a retaining wall on the bank of a small stream that runs through the property.

In February, Kelly Heintz, the Natural Areas Manager for the State Department of Natural Resources (WADNR), wrapped up an agreement to buy the property and attach it to the Tiger Mountain Natural Resource Area. Ms. Heintz admits to being both dazzled by the number of tires and seriously depressed about the idea of what to do with them. 'Get them out of the stream' was her first thought, but then what?

"The structures will all go," says Heintz, "and I am really looking forward to contracting to get those tires out of the stream and into a proper disposal site. Then we'll work with Greenway volunteers to restore the natural topography and vegetation so we can see clean water coming through that stream."

The Swezey property was purchased by WADNR using State Washington Wildlife and Recreation Funds. With this purchase, Heintz says, there are just two other private holdings around the state's most popular trail head along the south side of I-90. The state hopes to be able to purchase each when they become available.



An amazing collection of tires was one feature of this new land acquisition by the State Department of Natural Resources near the High Point Trailhead at Tiger Mountain, east of Issaquah. Lands acquired by the public for conservation are not always in pristine condition, but can often be restored as natural environments by re-vegetation and volunteers. The High Point Trailhead is the most popular hiking area in the state.

THE GREENWAY

Summer Projects Take Young People to the High Country

For the ninth consecutive year, up to 100 young people from around King County will get firsthand knowledge of Greenway high country and a taste of hard work for the public good while joining the Greenway Trust's Mountain Works Program. The free summer program, jointly run by EarthCorps and the Greenway Trust, enlists young volunteers, ages 11-18, in building trails and removing abandoned logging roads in the Greenway corridor along I-90. The five and ten-day sessions also include camping, hiking and environmental education. For many participants, it's an introduction to the wilderness.

Once is not enough

Returning volunteer Katy Washington says, "I absolutely love to work outdoors and learn about our unique environment here in the Pacific Northwest. I have participated in the Mountains to Sound activity for three years and I would really like to do it again this year. Every time I go up, I grow both physically and mentally. It's become a tradition to do Mountains to Sound, one that I would very much like to continue."

"Several students have asked me to be a mentor for their senior project," says Greenway Trust Volunteer Coordinator Kelly Kirkland, "and it's exciting to see how they have incorporated their volunteer experiences into their studies. I think it really shows that young people are gaining a greater understanding and sense of ownership of the landscape."

Roads and Trails

The 2003 Mountain Works agenda is built around two major projects. The multi-year task of building the Rattlesnake Mountain Trail will

enlist volunteers to complete several new segments across the spine of this mountain just south of I-90 near North Bend. When completed, the 11-mile trail will take hikers from scenic Snoqualmie Point at Exit 27, to Rattlesnake Lake.

The second 2003 Mountain Works project will take volunteers deeper into the wilderness to work just east of Mt. Si, removing abandoned logging roads above the Middle Fork Snoqualmie River. The project

starts with heavy machinery pulling the roads back up the mountain to restore the original shape of the hillside. Kirkland says volunteers will camp near the work site and follow the machinery, spreading hay and seed to prevent erosion and leaving the potential path of a trail on the old roadbed.

Mountain Works projects are developed by the Greenway Stewardship program staff, in cooperation with public land managers. Projects are supervised by members of EarthCorps, a non-profit organization that specializes in training college-age people in leading environmental restoration activities. "EarthCorps has been an absolutely essential partner in all the

volunteer projects we've worked on," says Doug Schindler, Greenway Trust Director of Field Programs. Funding for Mountain Works comes from a variety of sources, including the King County Wastewater Treatment Division, King County Department of Natural Resources and Parks, the Washington State Department of Natural Resources and the United States Forest Service.

More information on Mountains Works is available at www.mtsgreenway.org/volunteer/mtnworks.htm or from Kelly Kirkland at 206-812-0122.



Returning volunteer Sean Bishop's application for the 2003 Mountain Works program noted, "Well, seven years is a long time to devote oneself to a project. I'd be disappointed in myself if I quit now. I care about the Greenway, and I want to do my part to help it. Here's to hard work and good times!"

"Thank you," Mountains to Sound

These generous people and organizations are helping protect and improve the 100-mile Mountains to Sound Greenway along Interstate 90 in Washington State. Gifts listed were received between July, 2001 and May, 2003.

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Forty people, representing land management agencies, municipalities, landowners and interest groups and comprising the Mountains to Sound Greenway Technical Advisory Committee (TAC), spent April 25th reviewing progress and projects along I-90. The meeting serves to introduce new members to Greenway goals and enable all participants to exchange information with colleagues in other organizations. In 1993, the original TAC created the Concept Plan that has guided the work of the Greenway Trust for the past 10 years. The meeting was hosted by State Parks at the Hyak Lodge at Snoqualmie Pass.

Tiger Mountain Trail Guide Published

There's a new hikers' guide to the state's most popular hiking area on Tiger Mountain. The Issaquah Alps Trails Club (IATC) has published a new edition of the "Guide to the Trails of Tiger Mountain" written by Bill Longwell, who built and helps maintain many of the Tiger trails.

The guidebook provides detailed descriptions of over 60 miles of trails within the 13,500-acre Tiger Mountains State Forest just east of Issaquah, illustrated by black and white photos by Larry Hanson of trails, views, wildlife and plants. The guide also details trail connections beyond Tiger Mountain, such as the Preston Snoqualmie Trail and miles of trails established around the new Snoqualmie Ridge development north of I-90 and Tiger Mountain.

The new guide costs \$15 and is available from the IATC at PO Box 351, Issaquah, WA 98027. More information is available online at www.issaquahalps.org.

Volunteers Needed! Are you an artist? Would you like to draw or paint scenic views or native plants or animals in the Mountains to Sound Greenway for use in Greenway Trust publications?

Are you a techie? Would you like to help set up a new, integrated email system for the Greenway Trust? Share your technical skills with a successful conservation nonprofit.

Would you like to receive the weekly email, **Greenway Links**, with information about volunteer events in the Greenway?

Call 206-382-5565 or send a message to volunteer@mtsgreenway.org if you can help!

New Greenway Trail Design Funded by Spring Family Trust for Trails

Most people know of Ira Spring from his lifetime of outdoor photography found throughout many Northwest hiking trail guidebooks. Because of their love for Washington's trails and wildlands, Ira, wife Pat, and children John and Vicky have created a charitable trust organization to fund trail projects throughout Washington and provide a mechanism for others to contribute to trail projects (<http://www.springtrailtrust.org/>).

In 2000 the Spring Trust made a grant to the Mountains to Sound Greenway Trust for a summer youth volunteer program to upgrade and maintain the Middle Fork Snoqualmie Trail. Now, a second Spring grant will enable Greenway Trust trail designer Mike Stenger to design a new route for the Mailbox Peak trail, north of I-90 at the entry to the Middle Fork valley.

The current Mailbox Peak route is located on Washington State Department of Natural Resources land and takes a steep climb of over 4000 feet in three miles to an alpine peak with spectacular views. "It's located only 3 miles off of I-90 Exit 34," says Stenger, "and that makes it accessible for day hikers. But in its current condition, it's both unattractive and unsafe for many hikers."

Stenger credits the Spring Trust with recognizing the need for more day-hiking opportunities in the Greenway corridor to relieve overcrowding in the Alpine Lakes Wilderness trails and on other popular I-90 trails. "Mailbox Peak, rerouted and reconstructed in a more user-friendly way, makes a great opportunity to address that," he says. He expects to complete design work this year. "And that should give the State DNR what they will need to apply for state funds for actual construction."

Greenway Partners Take Awards

Exemplary projects on both ends of the Mountains to Sound Greenway have recently been singled out for recognition.

Cle Elum Educational Campaign

In Kittitas County, staff at the Cle Elum Ranger District of the U.S. Forest Service reached out for partners to try to stop the practice of some motorists who drive through wet areas, meadows and reservoir draw-down areas, spinning their wheels and covering their vehicles in mud. The result is the “Kittitas County Anti-Mudding Campaign,” that recently received a regional Forest Service award.

“Mudding is a major destruction to natural vegetation and wildlife habitat,” says Cle Elum District Ranger Catherine Stephenson. Concerned Forest Service employees joined forces with other major landowners, the Pacific Northwest Four Wheel Drive Association and Sheriff Gene Dana to create a community response to the problem. Central Washington University videographer Chris Smart produced an educational video “Your Backyard” that features young people commenting on the disheartening consequences of mudding. “He did an amazing job of creating a video that appeals to the young audience we wanted to reach,” Stephenson says.

Another result of the campaign is what Stephenson calls, “a creative interpretation of the state regulations that prohibit obscuring license plates and mirrors.” Law enforcement officials throughout the county now issue warnings and tickets to drivers of mud-covered vehicles. The County Sheriff Gene Dana now promotes a “Give Us the Dirt on Mudders,” campaign which asks people to report vehicles that are splattered with mud.

The public education campaign, took four years to develop, and has now received the **Caring for the Land Award** made by the Pacific Northwest Region of the US Forest Service which encompasses the states of Washington and Oregon.

Talus: Regional Award for Development with Green Benefits

Two awards have been made recently to the Talus housing and office development on the edge of Cougar Mountain along SR 900 in Issaquah. Developers, the Oly/Intracorp Partnership, clustered buildings and dedicated over 70% of the property to public open space that connects Cougar and Squak Mountains.

Recently, Talus received one of eight **Vision 2020** awards from the Puget Sound Regional Council which annually recognizes outstanding examples of growth management, compact urban design and innovative transportation solutions in four Puget Sound counties. Talus was applauded for involving the local community in planning,

resulting in a new urban village that creates a balance between new housing, environmental protection and public infrastructure improvements. Early in May the Cascades Land Conservancy also gave Talus its **New Directions in Conservation Award**. Representatives from the Greenway Trust and Save Lake Sammamish were part of the community team that advised the Talus planners.

Greenway Staffer Recognized

Doug Schindler, Director of Field Programs for the Greenway Trust and the developer of the Trust’s expanding Volunteer Stewardship Program, has been awarded the **2002 Sullivan Award**, by EarthCorps, a local non-profit organization that trains young adults in environmental restoration. The award is named for King County Councilwoman Cynthia Sullivan who helped found and support EarthCorps.

The award recognizes Schindler’s “outstanding efforts to engage the youth and citizens of our region in preserving and restoring our open spaces.” EarthCorps has been a partner in stewardship projects on Greenway lands since 1995.



The Cle Elum Ranger District of the US Forest Service has devised a variety of ways to stop the practice of “mudding” by recreation vehicles that tear up wetlands and sensitive areas in the national forests. Armoring wetlands with logs is one preventive measure and they have created others with a much wider impact.

Designers of Greenway Plan Named National Best

The Seattle design firm of Jones and Jones Architects and Landscape Architects is the first recipient of a new national award by the American Society of Landscape Architects. Jones and Jones designed and conducted the two-year planning process for the Mountains to Sound Greenway in the early 1990s, resulting in the Greenway Concept Plan, published in the form of a map. Their list of design and planning

projects stretches from Seattle’s Pioneer Square to Mexico, Singapore and Jerusalem.

“Over the years they’ve made major contributions to the Greenway,” says Trust Executive Director Nancy Keith. “They helped secure public and private funds and designed 30 local history signs that can be seen in Greenway communities all the way to Thorp. They have also donated services to the Trust which we allocated to communities that needed some professional planning but didn’t have the resources to do it. Last year, they worked with us again to design a park master plan for Snoqualmie Point View Park, owned by the City of Snoqualmie.”

The new **ASLA Firm Award** recognizes landscape architecture firms that have produced bodies of distinguished work influencing the professional practice of landscape architecture for a sustained period of at least ten years.

Greenway People:

On April 21st, several hundred people gathered in Issaquah to pay tribute to Ruth Kees, a long-time Issaquah resident and the person credited by speaker after speaker as being the conservation conscience of the rural city. Speakers described many public campaigns to protect Issaquah's natural resources that were led and sustained by Kees. Her knowledge of the many tributaries of Issaquah Creek and the value and vulnerability of the city's water supply gained her the support of those who agreed with her and the respect of those who didn't.

After receiving many awards, plaques and mementos that evening, Ruth Kees responded with the following remarks.

"First of all, I want to thank you for this overwhelming honor being given me and all the people who have gathered here tonight. I must say, most of the credit for any accomplishments must go to all who have advised and worked with me. There are too many to begin to list, but we must thank all for their participation in shaping the present and thereby the future of the Issaquah Creek Basin.

However, I must credit a politician (they aren't all bad), former Washington Lands Commissioner Brian Boyle, and the Issaquah Alps Trail Club with the creation of Tiger Mountain State Forest. Besides being an important watershed of the Issaquah Creek Basin and conservation area, it serves as an educational facility for best practices of a sustainable forest in an urban area. Tiger Mountain State Forest is also favored by recreational hikers.

The Issaquah Creek Basin encompasses the origins of both Issaquah and Tibbett's Creeks. Its natural resources, groundwater, fish and wildlife, and quality of living do not belong only to King County, Issaquah, or Sammamish but to the whole region. This Basin, though small in size, not only supplies its people with pure water but accounts for some 70% of the water in Lake Sammamish.

However, the Basin's capacity is completely dependent upon rainfall for recharge. With the loss of its wetlands and natural vegetated hillsides to ever more impervious surfaces, we are jeopardizing our aquifers.

The City of Issaquah already has accepted several times the amount of growth allotted it under the Growth Management Act, and the cumulative effects of urbanization are resulting in the loss of its irreplaceable natural resources, water and wildlife.

The ancient Chinese had a symbol for the balance of life. Yin and Yang, Good and Bad, Night and Day. Some of our laws and policies were implemented for good reasons but have been bent and utilized to promote unwise development in sensitive areas. "Clustering" was intended to preserve open space, and "exempt" wells were to enable ONE rural residence. These exemptions are being utilized to promote insidious urbanization of rural areas. I've come to dislike "compromise," "mitigations," "clustering" and "negligible." The overall cumulative effects of each small project must be assessed.

In Saturday's Seattle Times, a headline proclaims that I was an environmental iconoclast. I'll admit I had to go to the dictionary to find

BPA, Continued from Page 3

In addition to forest land preservation, BPA proposed other mitigation measures including:

- special construction practices to minimize impacts to the watershed
- a single set of towers at Cedar River crossing to minimize clearing
- native species plantings in the cleared corridor to provide habitat
- insurance coverage to protect the watershed's water quality and Habitat Conservation Plan

When a tree dies and falls to the forest floor, it passes through five stages of decay. In the first, it has just fallen. A simple log, its wood is easily salvageable for firewood, crafts and lumber, to anyone who'll haul it out. The insects have arrived by the second

decay class. Beetles bore into the wood; birds land and peck away at the bark to find insects in their homes. The wood is pock-marked and mosses appear. In the third decay class, mosses, ferns, and seedlings take root in the nutrient-filled wood. The Licorice fern prefers almost exclusively the coarse woody debris to any soil for its home. The log loses its integrity to plants' roots. By the fourth decay

class, the log is half sunken into the ground. New trees, rooted in the decaying heartwood, sprout up 5, 10, 20 feet tall above the ferns and mosses and bugs. It is a nurse log. By the fifth decay class, the entire mass of the log has turned into coarse woody bits. It's a long narrow lump loosely held together, a rich feeding ground for any creature that finds bugs a tasty treat. It's ironic, but the longer a tree has been "dead," the more it teams with life.

- Rosemary Schmidt



TREES

Salmon that originate in hatcheries throughout the state are going to reform school. They are tested, tracked, sorted and directed to certain places. The "Hatchery Reform Project" is a wide ranging effort to make sure hatchery programs will help and not hurt wild stocks of salmon. In the Greenway the Issaquah Hatchery is being used to tag fish to see how much straying between watersheds there may be.

Scientists wonder if too much straying will dilute family genes of native stocks like the Cedar River Chinook. The Issaquah stock is a Green River Chinook and is a native species to the local area but not necessarily a native stock to Issaquah Creek. It might be but nobody knows for sure. Fish are marked in two ways for these studies. All fish from hatchery programs now have that little fin

behind the dorsal fin clipped when they are juveniles. Anglers can catch and keep these fish with a clean conscience. This also allows commercial and tribal harvests to be better managed. To really know where fish are from requires a whisker-sized Coded Wire Tag (CWT) that is punched into the fish's snout. These banded tags identify exactly the fish's origin. Workers can detect tags with "magic wands" and other devices. If Issaquah hatchery Chinook show up in the Cedar River in significant numbers there could be an impact on the local stock. Managing this will allow more fishing opportunities in the future. Maybe in the future they will use Global Positioning Satellite systems to intervene in real time if the fish are headed the wrong way. Hmmm...

- Steve Bell



WATER

RUTH KEEES



Photo Barbara Shelton

Ruth Kees

the exact meaning and found that it means to destroy images or icons. This can be applied loosely, but I do not wish to shatter or destroy any patterns. I want only to broaden people's understanding of the complex hydrogeology and ecology of this area and its uniqueness. Humans have done more in the past decades to defeat Mother Nature than since the beginnings of time.

You wonder how my appreciation of natural interrelations was begun. There was no real beginning. It was just there. However, a magical moment is forever in my heart. After a 100 degree day during the 1930s drought years, night brings little relief from the heat. There wasn't a whisper of a breeze and the moon was washing everything in a silver light almost as bright as day. I slipped out of bed and sat on the porch steps where, across a field of alfalfa, a mocking bird was singing his heart out in the top branches of a huge mulberry tree. It was pure magic! We must always pause to savor the beauty around us.

I created Issaquah Environmental Council many years ago to promote understanding of good environmental stewardship and to assure quality of life for us now and for the future. New members are always welcome, and the goal is to educate its members to the fact that each project cannot be segmented but is a part of a much larger picture. Documents must be studied and committee and Council meetings monitored so that citizens have a voice before, not after, decisions are made. This vigilance does not end, and our government must constantly be guided by the voice of the people. You are that voice!

The challenge of maintaining our environment and its remaining natural resources is ongoing and never-ending. Never give up!"

-
- removal of existing roads in wetlands and minimal construction of new roads
 - \$6 million to City of Seattle for watershed restoration and security projects

The agreement still requires approval by the Seattle City Council. Construction could start in August and the new transmission lines could be in operation next year according to BPA.

The return of migrating songbirds to their breeding grounds in the north has captured the attention and romantic spirit of people since ancient times. And no wonder, for after the quiet, drab winter, all of a sudden there is color and singing everywhere. When songbirds, or passerines, come north to breed, they are in their full breeding plumage and singing their hearts out. At no other time could birds be more conspicuous.

Spring songbird migrations start with the return of tree swallows in February and proceed, species by species, from then until late May, or even early June for the last arrivals. Things are delayed at higher elevations, so spring follows the melting snow as it retreats up the mountains.

Songbirds tend to concentrate in certain areas and such places are often called migrant traps. Migrant traps are islands of choice habitat in the midst of mediocre habitat, including oases in an otherwise arid region, forested hills in urban areas and headlands, or isolated clumps of trees on a point of land sticking into water.

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BIRDS

Kids are smart these days. With accelerated curriculums, access to the information highway and doting teachers and parents their creativity and curiosity impress me every time we share time together in the woods. However, after three years of leading field trips at Tiger Mountain I have found a few gaps in their fund of knowledge. I write this risking the ire of science educators all over the country. People have struggled to move science education to inquiry-based, hands-on, discovery learning rather than what we 40-somethings remember in school (memorize, test, forget). I have noticed that many children on our field trips do not know some basic facts. Below are some samples I include in my presentations.



FORESTS

- 1) How do you tell if a tree is alive or dead?
- 2) What is the difference between a deciduous and evergreen tree?
- 3) Moss and lichen do not make a rock dirty.
- 4) Wild animals really do live in the woods.
- 5) Why is it important to stay on the trail?
- 6) How do fish breathe?

Lack of exposure to the natural world is partly to blame for children not knowing the answers to some of these questions. It doesn't take a month long wilderness experience for children to increase their fund of knowledge. Playing in the dirt pile in the backyard or hiking through any greenspace either in the city or mountains will help children become intimate with their landscape.

- Sally Kentch, Greenway Environmental Educator

MOUNTAINS TO SOUND



The "City of Bothell," a passenger boat, ran from Madison Park in Seattle, across Lake Washington to the town of Bothell on the Sammamish River in the early 20th century. The cost was 25 cents per passenger. These city-run passenger boats stopped in 1916 when the Hiram M. Chittenden Locks in Ballard were built. The locks lowered the level of Lake Washington and the Sammamish River, so big boats could no longer make the river portion of the journey. *Photo courtesy of Paul Dorpat.*

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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