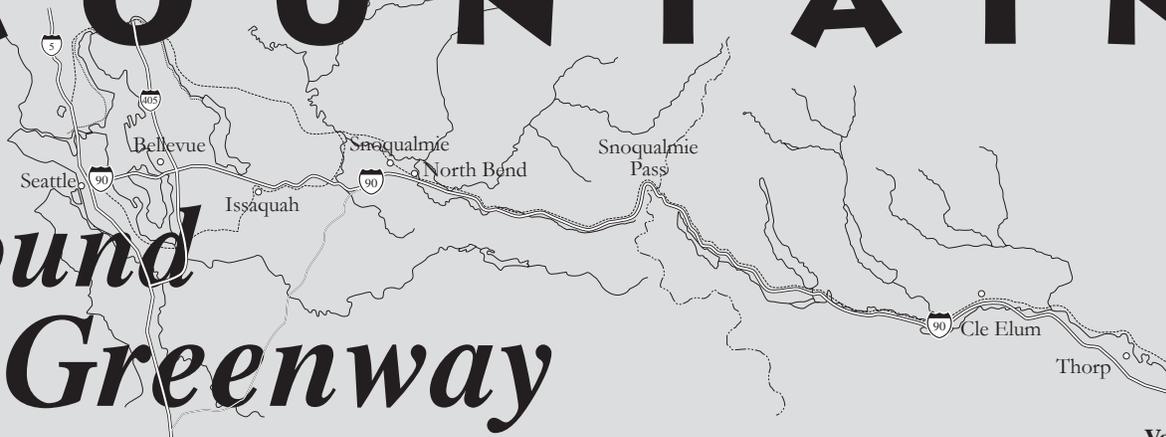


# MOUNTAINS

to

# Sound Greenway



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

Volume 10, Number 4  
November, 2003



*The peaks of the Alpine Lakes Wilderness Area are represented in a color mural on the back side of the Ecumenical Chapel of St. Bernard in the Snoqualmie Pass Community. The mural artist Barb Quirie also worked with her husband Ed on a new sculpture at the Pass. See page 3.*

# Six Year Planning Effort Yields Big Changes for the Middle Fork Valley

“I think we can say the changes we’ve hoped for are on the way in the Middle Fork.” The optimism is clear as Mark Boyar talks about the new Access and Travel Management Plan (ATM), recently released by the US Forest Service. Boyar is the co-founder of the coalition group MidFORC and has been a citizen catalyst for ‘cleaning up’ the 110,000-acre Middle Fork Valley of the Snoqualmie River for over ten years.

The huge, largely wild Valley lies directly east of Mt. Si. Boyar and others have called attention to a variety of problems there, from habitat destruction to the need for law enforcement and trail development. He thinks the ATM plan addresses many of them. “The centerpiece is conversion of an old mining road to a trail,” he says but the plan also sets the stage for better protection of the river and other crucial actions to make the valley more inviting for law-abiding recreationists.

Groups like the Alpine Lakes Protection Society and Washington Trails Association have expressed support for the plan, in particular, because it includes a gate at the Dingford Creek trailhead that will turn the last 8 miles of Middle Fork Road into a trail. Major problems in the valley have occurred because long, rough roads far off the beaten path have encouraged illegal activities.

“Closure at Dingford turns a miserable

road into the best low-elevation river walk in Western Washington,” says Boyar. “It will be a great hike for families because it’s easy, has many campsites, and is accessible most of the year. This change also allows the Forest Service to focus law enforcement and road dollars in the lower valley, where they’re most needed.”

## Out of Sight, Out of Control

The clean-up crusade began when Boyar and other outdoor enthusiasts realized that the huge valley was being literally trashed by uncontrolled public use. A system of abandoned logging roads and unauthorized spur roads enabled people to drive into the valley’s most sensitive habitat.

“You had people dumping unbelievable amounts of garbage, often right in the river,” Boyar says. “You had drug labs and stolen car chop shops and off-road vehicles tearing up the creeks for sport. All this in the best remaining habitat in King County, 45 minutes from downtown Seattle. It should be a place where thousands of people were enjoying this backyard wilderness, but most people were afraid to go there.”

## Forest Service Tackles Array of Issues

Doug Schrenk, National Environmental Policy Act Coordinator at the North Bend Ranger Station of the Mt Baker-Snoqualmie

to over 1000 public comments and write the plan.

The ATM addresses natural resource concerns, Schrenk says - water quality, fisheries, wildlife. “But probably the biggest issues we had were social: what types of uses should be allowed and who should have access? We had people urging that everything above the Taylor River should be closed to vehicles to keep the wild, backcountry character. But there are private landowners back there such as at Goldmyer Hot Springs and mineral collectors with mining claims. They need access. Other people are concerned that closing the Middle Fork Road above Dingford Creek will prevent day use opportunities to portions of the Alpine Lakes Wilderness for older people and families with young children.”

“We listened to them all,” Schrenk says, “and have tried to build a plan that meets both resource concerns and recreation needs. Gating at Dingford Creek, for example, means that it will take more hiking time to get to places like Dutch Miller Gap, but on the other hand, we’re increasing the trail and day-use opportunities below the Taylor River and closer to I-90. We are also working to develop a special use permit giving landowners motorized access to their in-holdings.”

## Balancing Uses

To protect the valley’s waterways, the ATM plan proposes the removal of 59 informal campsites where the riverbanks have been scraped to bare dirt. In a major cleanup effort, the plan closes short logging roads that are favored dumpsites for garbage, oil, radiator fluid, and other toxic materials. “We expect these closures will cut down on cross-river driving and “mudding” activities that destroy river habitat,” Schrenk explains. Elsewhere in the valley, gated logging roads will be converted to scenic trails, and campsites will be moved farther back

from the river and “hardened” to prevent erosion. Near the current Taylor River trailhead, a formal campground is also being planned.

## Trail-Sharing Experiment

One of the compromises engineered as part of the plan shows up in the new mix of hikers and mountain bikers on the Middle Fork Trail, which begins at the Gateway Trailhead at Taylor River. The two user groups are sometimes at



Photo Kevin Geraghty

*Upper reaches of the wild, Middle Fork of the Snoqualmie River, near its confluence with Dingford Creek.*

National Forest, led the ATM review process. Federal laws require the agency to assess all impacts and listen to all user groups before making any changes.

It sounds simple: “It’s our way to look at our transportation system of trails and roads, look at future needs and decide if we need the existing system or not,” Schrenk says. But it took Schrenk and his staff six years to respond

# Summit Sculpture Reflects Mountain Transportation

With an assembly of wheels, Hyak artists Ed and Barb Quirie have built an imposing sculpture at the Snoqualmie summit that reflects a century-and-a-half of mountain crossing and climbing. The art work, which sits next to the Forest Service building at Exit 52, was funded by the National Endowment for the Arts (NEA) in recognition of the John Wayne Pioneer Trail, which runs in a tunnel roughly below the sculpture site. The US Forest Service also supported the project with funds designated to acknowledge working forest lands.

"In 2000," says Patti Murphy, art project manager, "the federal government created a Millennium Trails Program and designated our John Wayne Pioneer Trail as the state's Millennium Trail." The John Wayne is the cross-state link in the Mountains to Sound Greenway trail system, built on abandoned road bed of the old Milwaukee Road railway, beginning at Rattlesnake Lake near North Bend. State Parks manages the trail as Iron Horse State Park.

## A Combination of Historic Artifacts

The sculpture was unveiled on October 18<sup>th</sup>, on the plaza of the Community



*Over 50 people gathered at the Snoqualmie Summit on October 18<sup>th</sup> for the unveiling of "Laconia," a sculptural assemblage of transportation artifacts by Ed and Barb Quirie. The Quiries are just below the man standing on the sculpture and Ed is facing the camera.*

Welcome kiosk at the Summit. A huge and rusted "bull wheel", roughly 15 feet high, is the largest part of the assembly. Quirie told the audience at the unveiling ceremony that the different wheels in the sculpture tell the story of human passages through Snoqualmie Pass, the easiest in Washington's Cascades. The huge bull wheel was part of the ski lift system in the old Milwaukee Ski Bowl at what is now the Summit East ski area. From the train tracks to the rusted train truck and wagon wheels, Quirie and his wife Barb tracked down historical artifacts that came from the Pass or nearby.

Murphy, a former Hyak resident and the leader of the project that built the Welcome Kiosk in 2000, promoted the idea of the art project to enhance the Kiosk Plaza. The Forest Service added funds dedicated to reflecting the history of the area and State Parks staff helped Quirie find and transport some of the heavy pieces for the sculpture.

"I called it Laconia," Quirie explains, "because that was the name of the train station located just a few yards from this spot at the summit."

## HUGE CAMPAIGN UNDERWAY TO RESTORE ISSAQUAH CREEKS

The ground was wet and the sky was dry for the kick-off of the Trees for Issaquah Campaign on October 18<sup>th</sup>. The Mayor of Issaquah joined 150 volunteers in perfect weather to plant native trees, shrubs and wetland plants along a creek that is getting a serious make-over.



*Volunteers and EarthCorps crews planted 1500 trees on the kick-off weekend of Trees for Issaquah. The total project goal is 15,000 trees to restore natural habitat along Tibbetts Creek. There are volunteer opportunities each weekend until December 14.*

Tibbetts Creek is fed by streams on Cougar and Squak mountains and runs just east of State Route 900. It's one of two major creeks in the historic heart of Issaquah on a river delta bordering Lake Sammamish. Over a century of farming in the delta and logging and mining in the surrounding mountains had burdened the creek with sediments and phosphorous, which helped create flood-prone river channels and posed serious threats to the spawning salmon for which Issaquah is famous.

In 1987, the City of Issaquah began to champion the protection of its creeks and salmon runs by making public purchases of creekside lands to protect the riparian corridors. The resulting connected landscapes are now known as the Tibbetts Creek and Issaquah Creek Greenways.

"We have a longstanding commitment here to protect the environment that brings magnificent coho and chinook salmon into our midst every year," says Issaquah Mayor Ava Frisinger. "Our voters and our City

Council have all supported the use of our taxes to protect this unique resource. It's something we're very proud of."

## Project Started by Moving the River

During the past summer, city crews temporarily diverted 1200 feet of the creek flow so they could re-dig the channel, excavate new side channels to provide refuge for fish, and install over 100 stumps and logs to slow water flow and prevent flooding. With water restored to the creek bed, revegetation of Tibbetts Creek banks is the final step.

Tor MacIlroy is the Restoration Projects Coordinator for the Greenway Trust. The City is funding the Trust to provide trees, logistics and volunteers. MacIlroy says, "This project demonstrates that we can take riparian corridors surrounded with urban development and bring back their natural assets, including fish and wildlife. Some of our past mistakes don't have to be permanent."

"We still need volunteers each weekend until December," says Greenway Volunteer Coordinator Kelly Kirkland. She can be reached at (206) 812-0122 or volunteer@mtsgreenway.org.

## The Ledge Trail: It's a Blast!

On October 15<sup>th</sup>, Mike Stenger, Greenway Trust trail specialist sent the following e-mail: "I'm very happy to inform one and all that after a long wait, first for critters and then for rain, conditions were right and all parties reconvened yesterday to conduct blasting on the Ledge trail. The work was successfully completed in six blasts."

It was a noisy ending to another one of the dramatic chapters in construction of the public trail to the spectacular ledges on the east end of Rattlesnake Mountain, just south of North Bend. Construction of portions of a new trail from Rattlesnake Lake to the ledges was halted suddenly last spring when a Peregrine falcon nest was spotted in the trail vicinity with baby birds and a watchful mom.

"We needed to make a series of small blasts to cut the trail into a ribbon of bedrock," Stenger explains. "The holes were drilled and we were ready to go, but once the biologist spotted the Peregrines, we weren't going to blow until those baby birds could leave the nest. So we finished the rest of the trail, had a grand opening in mid-summer and expected to blast into the rock and finish in August."

### Surprise: Chapter Two

With the birds fledged, Stenger and staff from the City of Seattle Watershed were ready to unplug the holes and light the fuse. "Not a chance," was the word that came down from the State Department of Natural Resources. The entire region was enveloped in a shut-down of all activities in the forests to prevent fires. Trail-building projects in

other parts of the Greenway came to a halt too.

The rains of October ended the drought and cooled off the forests. Stenger's email goes on to say, "Many thanks to Washington Trails Association for mobilizing a volunteer event



*Before blasting*



*After blasting*

*A segment of the new Rattlesnake Ledge trail required cutting into bedrock.*

to provide help with carrying gear up the trail and guarding the trail diligently in the chill and fog for over six hours while the blasting team worked their loud magic."

Stenger has been working with hundreds of volunteers from the Greenway Trust, Washington Trails Association and EarthCorps to improve the ledge trail. The project, on Seattle Watershed land, is in its second year with funding from Seattle Public Utilities. "It's been a lot of heavy lifting, literally," Stenger says. "People have been moving stumps and boulders as big as refrigerators to get this trail in."

### Part of a new 11-mile trail

The trail from Rattlesnake Lake to the ledges is the eastern end of a new trail system that will soon cross 11 miles of Rattlesnake Mountain over land owned by the Washington State Department of Natural Resources (WADNR) and, in some parts, cooperatively managed by King County. "Recent selective logging by the state on the west end of the mountain made an opportunity to redesign two miles of the trail in that area," Stenger says, "and it was rebuilt in late 2002 and early 2003, largely by volunteers with Washington Trails Association, with funding from the State WADNR."

Back at the top and between those two projects, a mile of new trail was built in the area of a viewpoint known as Grand Prospect (close to the central radio towers), Stenger says, and excavations were begun on a second mile of trail descending from East Tower viewpoint towards Rattlesnake Lake. Work is still in progress in this area, and will continue through the summer of 2004.

"Maybe at this time next year," Stenger says, "we'll be opening up this whole new trail system so people can enjoy it before the snow flies."

## Old Batteries Power Greenway

Janet Ray, Communications Director of AAA Washington the non-profit traveler support and services organization, handed over a check for \$1,500 to the Greenway Trust Board of Directors on November 5<sup>th</sup>. "We make a donation to a local entity that works to enhance the environment," she said, "and the Mountains to Sound Greenway is our 2003 recipient. We hope this helps to further your goals of

preserving this scenic route."

The contribution is funded, Ray explained, by AAA's Great Battery Roundup program. "We decided to observe Earth Day by asking motorists to scour garages, backyards and storage sheds for used, lead-acid batteries and bring them in to designated sites around the state. This year, we collected 765 batteries. Since nearly 99 percent of a vehicle battery can be recycled and used again we get some financial return for recycling."

AAA developed the program in response to the fact that more than five million vehicle batteries each year are not recycled. Many of them, Ray explains, are illegally disposed of in dumps and streams, "but many more are sitting in a forgotten corner of someone's property where they can contaminate soil and ground water, explode or become a source of lead poisoning in humans and animals."

Information about the recycling program is available at [www.aaa.com](http://www.aaa.com).

# Get Into It!

## Greenway Discovery Weekend Planned in June, 2004

“There are a lot of people who zoom back and forth on I-90 and never stop to explore the neat and inspiring places that are just a little way off the interstate,” says Leon Kos, Issaquah City Manager.

In an effort to expand the public awareness of the Greenway’s assets, Kos has drawn a group together to plan a summer event that will appeal to people of all ages and interests and lure them to Greenway attractions all along I-90. He co-chairs the Greenway Discovery Days Organizing Committee with fellow Greenway Trust Board member Faris Taylor. Their goal is a three-day festival to celebrate Greenway towns and adventures, **June 11-13, 2004.**

Kos says, “We’re working with all the towns along the corridor to schedule local events, attractions and activities so that there will literally be something for everybody. We plan to start in a modest way this year and build an event that might become annual. Sooner or later, we’ll want to add some major race or relay event that links the whole 100-miles from Thorp to Seattle.”

### Taylor Brings Big-Event Experience

Greenway Board member Faris Taylor is a resident of Issaquah Highlands and a former organizer of the Olympics Winter Games in New York State and the Washington Centennial Games. Kos and Taylor are developing the festival concept with the help of an Organizing Committee that will set policies and seek sponsors, and a Steering Committee made up of representatives from each Greenway community.

“We think there are lots of things that relate to the outdoor recreation and history goals of the Greenway that are already scheduled for our weekend next June,” Taylor says. “What we’ll do is weave all of them

into a three-day schedule and promote that throughout the region. We’re hoping our towns will be inspired by the expectation of new visitors and will think of some special events that will highlight the things in the community that they themselves take pride in. Above all, we’ll keep the emphasis of things that are interesting and fun.”

### Creative Event Opportunities Available

Kos adds, “I can imagine people waking up in the middle of the night with great ideas for things like a chess tournament on Mt. Si or a vintage car tour or special hikes to secret places, things like that. If they think they have a way to carry them out, we really want to hear about them.”

The City of Issaquah recently made office space available for event planning and volunteers. Organizing committee members are looking for sponsors to support Greenway Discovery Days. “If we find the right, big sponsor, Kos says, “maybe we can develop a relay or all-Greenway event this year. In the meantime, we’re seeking sponsors to be part of something that’s going to grow big over time.”

Committee members include Debbi Berto, publisher of the Issaquah Press; Robin Kelley, Executive Director of Salmon Days; Ruth Winbauer, Marketing Director, Port Blakely Communities; Jim Hutchinson and Brian Lenz, both with Puget Sound Energy; Will Chin, REI; Louis Musso, MountainStar Resort, Kittitas County; Trevor Kostanich, Summit at Snoqualmie Ski Area, David MacDuff, Talus; Russ Holter, Friends of the South Cle Elum Depot and Nancy Keith, Greenway Trust.

Inquiries and ideas can be addressed to [discoverydays@mtsgreenway.org](mailto:discoverydays@mtsgreenway.org) or Dan Beals, (206)382-5565.

## IMPROVEMENTS ONLINE

Thanks to a generous in-kind gift, the Mountains to Sound Greenway Trust now has new email addresses and a new web site host.

Unisoft, a Redmond technology company, has set up and donated the new email system so that Greenway Trust staff email addresses now read [firstname.lastname@mtsgreenway.org](mailto:firstname.lastname@mtsgreenway.org). The email address for general inquiries is [info@mtsgreenway.org](mailto:info@mtsgreenway.org), and the email address for the volunteer program is [volunteer@mtsgreenway.org](mailto:volunteer@mtsgreenway.org).

Many thanks to Paul Khodabakhsh, Greg Berosik, Jim Nutt, Katie Mayer, Henry Oh and the rest of the staff at Unisoft!

### *Middle Fork continued from page 2:*

odds about sharing trails. Hikers and environmental groups are wary of speeding bicyclists and what they contend is damage to trails and vegetation, assertions bikers claim are overstated. “Regardless,” Boyar says, “we felt it was important to put our disagreements aside and try working together.”

“We worked with both groups and they worked with each other,” says Schrenk, “and as a result, next spring bikes will be authorized on the trail every other day.” That will give each group a choice about sharing the trail or not. The ATM proposes a three year trial period when Forest Service personnel and user groups monitor the way it works, including any

conflicts, environmental impacts or failure to comply with the schedule. “We’re counting heavily on volunteer monitoring by all these groups,” Schrenk emphasizes. “Then we’ll decide if this is the right place for mountain bikes.”

### Visible Changes in 2004

Will the public notice a difference in the Middle Fork? Schrenk says changes will begin in the spring when crews begin to close off some of the spur roads that have been the entry point for much of the damaging and illegal activity in the valley.



*Snow-covered Mt. Thomson rises above the Middle Fork Valley.*

Photo: Kevin Geringthy

## MINK

Of the members of the weasel family found in the State of Washington, the mink (*Mustela vison*) is the second in size. Their range is mostly along waterways and lakes in the lowlands. However, large male mink often migrate to higher mountain areas during the winter where they are occasionally caught in marten sets. Trappers refer to these mink as "bull mink". Their pelts are usually lower in quality than those of the



## ANIMALS

younger mink that remain in the lowlands. Mating season is in February and early March. Fighting males greatly reduce the value of their pelts with tooth holes in the skins.

Mink can occasionally catch a small fish, but they are also successful scavengers, such as feeding on spawned out salmon. They are easily trapped by using any kind of meat for bait. Fur trapping is practically non-existent today, yet the mink population appears to be in decline. Very likely pollution of our rivers may be the cause. There is still a demand for mink furs in some areas. Fortunately, ranch mink are bred for more desired colors and higher quality fur.

- Morris Jenkins

Before settlers arrived in the 1850s, before Lewis and Clark explored the Northwest in 1805 or George Vancouver sailed along the coast in 1792, the (Indian) trails were here. Before concrete highways, steel rails, or even dirt wagon roads crossed the mountains, they led people through the passes. The first non-Indian settlers and explorers didn't find a trackless wilderness. Tracks were already worn into the earth; the explorers just didn't know where to look. They realized, though, that the Indians did, and when George McClellan and other nineteenth-century Americans set



## HISTORY

out to "find" a way across the Cascades, they asked the Indians how to go. Indians ultimately guided lieutenant Abiel Tinkham in the winter of early 1854 when he made the first recorded crossing of the mountains from Lake Keechelus through Yakima Pass, which lies just south of Snoqualmie Pass, down the Cedar River drainage, and into the Snoqualmie Valley. Tinkham probably followed the steep route still visible on the forest floor as he climbed to the ridgeline above Lake Keechelus. Four years later, when Major J. H. H. Van Bokkelen of the Washington Territorial Volunteers made the first government-backed crossing of Snoqualmie Pass itself, he followed an Indian trail to the summit.

- Excerpted from "Mountains to Sound: The Creation of a Greenway across the Cascades" by Daniel Jack Chasan

# Greenway People:

In the early 1990s, brothers Allan and John Osberg read in a newspaper about the momentous goal of creating a connected Greenway from central Washington to Seattle along Interstate 90, and they have been significant patrons of the Mountains to Sound Greenway Trust ever since.

"It struck me as an excellent idea, to keep the landscape looking nice right at our front door," says Osberg. "I saw that Jim Ellis was behind the Greenway effort, and my long time friend Dan Evans recommended it, so I thought it might be a good cause to support." Allan, his wife, Inger, and his brother John Osberg have been devoted supporters of the Greenway over the past nine years by making substantial donations to support the work of the Greenway Trust.

"The Osberg family has a long history in this community," says Founding President Jim Ellis. "Allan Osberg senses the power of a family's commitment to protect and keep the things that made his family love this place. He is also extraordinarily pragmatic, and has sustained giving in a way that multiplies the effectiveness of his choice of places to support. The Mountains to Sound Greenway is lucky to have a family as committed as the Osbergs and an individual as skilled in carrying out that commitment as Allan."

### Family Roots in the Cascades

Allan's father, Axel, formed Osberg Construction Company in the 1920s to build roads and bid on other large public projects. The company did mainly rural road and highway construction in the Northwest including some Forest Service logging roads, although they built dams and irrigation systems as well. Osberg found a project of interest to be the 1963 straightening of the Sammamish River to prevent flooding. "Now they're making some of the side streams crooked again," he laughs. "We dredged, excavated and deepened the river channel, and now they are undoing some of it to create wetlands and slow the river back down."

One reason for helping protect the landscape in the Greenway is that Osberg remembers spending time as a young boy in the Middle Fork of the Snoqualmie River Valley. Railroad logging in the basin began in the 1920s when tracks were commonly laid down, loggers moved in, and the tracks pulled back up when logging was finished. The timber in greatest demand was Douglas fir, but western red cedar and western hemlock were also logged. "My dad built logging railroad for North Bend Timber Company in the Middle Fork Valley," Osberg explains. "I remember spending time at construction camps well up the river. We used to go to Goldmyer Hot Springs for weekend outings. I fell off a horse and broke my arm on one of these jaunts."

### Doing Something about the Middle Fork

Osberg goes into the Middle Fork Valley now and finds the valley to be a mess, and the main road in horrible shape. Illegal activities have been rampant in the valley in recent years, including garbage dumping, reckless shooting and meth labs. But he is encouraged by current cleanup

## GIVE THE GIFT OF THE GREENWAY!

Looking for gifts this holiday season? Consider a gift membership in Friends of the Mountains to Sound Greenway! Memberships start as low as \$25. For a \$50 gift membership, the person you designate may receive a new, handsome, black t-shirt with a vibrant Greenway logo, or the choice of three gift books: "55 Hikes around Snoqualmie Pass" by Harvey Manning, "Mountains to Sound" by Daniel Jack Chasan, or "Snoqualmie Pass" by Yvonne Prater.

# ALLAN OSBERG



*Allan Osberg*

efforts of the Greenway Trust coalition, including Wade Holden of Friends of the Trail and Mark Boyar of the Middle Fork Outdoor Recreation Coalition. “Their interest and devotion to the valley, and their efforts to clean it up, are impressive,” Osberg says. These groups are working toward making the 110,000-acre Middle Fork Valley a clean, safe, accessible recreation area within a 45-minute drive of Seattle.

Allan’s fondness for the Middle Fork Valley has caused the Osberg Family Trust to earmark part of their gifts to the Greenway Trust to go to specific projects in the Midfork. Funds from the Osbergs have helped purchase magnificent riverfront property for public ownership that would otherwise have been developed as a home site. Currently, Osberg Family Trust funds will be used to remove some of the dead-end spur roads off of the main Middle Fork road that encourage illegal activity in the area.

Allan Osberg is a graduate of Lincoln High School, the University of Washington and Harvard University where he received a Masters of Science degree in Engineering. He and Inger live in Seattle but enjoy world travel, including a recent river cruise on the lower Danube. They have been to the Antarctic five times, where the beautiful scenery and the penguins keep bringing them back. They have crossed China by train and sailed the South Pacific from Easter Island to Tahiti. They also took a Russian icebreaker to the North Pole, which was a 20-day boat ride.

The Osberg Family Trust not only supports the Mountains to Sound Greenway Trust in a significant way, but also the Nordic Heritage Museum, the Nature Conservancy and a graduate fellowship in the UW College of Engineering.

Allan and Inger will celebrate their 50<sup>th</sup> wedding anniversary in January.

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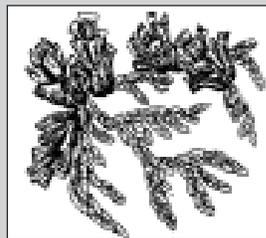
*To give a gift membership, please send the name and address of the person who will receive the gift with payment and your choice of gift item to:*

*Mountains to Sound Greenway Trust, 1011 Western Ave. #606, Seattle, WA 98104. Questions or specific gift instructions may be directed to 206-382-5565 or [amy.brockhaus@mtsgreenway.org](mailto:amy.brockhaus@mtsgreenway.org).*

*On the Web: <http://www.mtsgreenway.org/support/support.htm>.*

## ISSAQUAH'S GINKGO TREE

Around the start of the twentieth century, a rare Ginkgo tree was planted at the corner of Front Street and Main Street (today’s Andrews Street) in downtown Issaquah. The man who planted the tree was Dr. W.E. Gibson, the town physician and one of Issaquah earliest mayors. In addition to several mayoral terms, Gibson also served in the state legislature. The Gibson family home, built circa 1897, was located on this site until it was demolished in 1970. Fortunately, through the efforts of Issaquah High School students, a petition was drawn up and the tree was saved.



## TREES

The Issaquah Ginkgo tree is a female and bears orange-tan fruit annually; however, since there are no male ginkgo trees in the area to pollinate it, the fruit is sparse. The trunk is more than 60 feet high, and its trunk is a yard wide. Ginkgo trees belong to one of the oldest tree species on earth (Ginkgo biloba), dating back 150 million years; they were one of the food staples of the dinosaurs during the Mesozoic era. Ginkgos were once native to Washington but later became extinct in North America. Specimens cultivated in Chinese ornamental gardens were later reintroduced around the world. (See photo on page 8.)

- Erica S. Maniez

**S**tream restoration reestablishes physical, biological, or chemical processes that are crucial to the health of the entire watershed. This benefits humans and wildlife as water quality and habitat are improved.

Most restoration techniques try to mimic the natural processes of the ecosystem by using native materials and by linking into the stream or watershed’s established systems. Restoration takes place at three scales within a watershed.



## WATER

(1) Instream techniques change stream flow by adding woody debris.

(2) Riparian techniques are applied to the corridors of land adjacent to the stream. For example, tree planting in the riparian corridor stabilizes the stream banks and limits erosion, which decreases sedimentation.

(3) Upland, or surrounding watershed, techniques focus on the land uses of the surrounding areas that drain to the stream. This could be the implementation of forestry best management practices, such as conscientious road construction to facilitate drainage and decrease erosion.

A combination of techniques provides the most comprehensive and permanent restoration to the stream. However, the variety of factors that affect the stream’s unique character – physical location and composition, proximity to various land uses – will call for a distinctive set of restoration techniques.

- Rebecca Bailey

# A LOOK BACK

*at the Mountains to Sound Greenway*



**T**he W.E. Gibson House as it stood in downtown Issaquah in 1964 at the corner of Front Street and Main Street (today's Andrews Street.) The historic Ginkgo Tree, described on page 7, remains to this day. This photo was taken six years before the house was demolished.

Photo courtesy of the Issaquah Historical Society, photo #72.21.14.221B.

## **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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[www.mtsgreenway.org](http://www.mtsgreenway.org)



MOUNTAINS TO SOUND GREENWAY TRUST  
1011 WESTERN AVENUE, SUITE 606  
SEATTLE, WA 98104

**RETURN SERVICE REQUESTED**

PHONE (206) 382-5565  
VOLUNTEER LINE (206) 812-0122  
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