

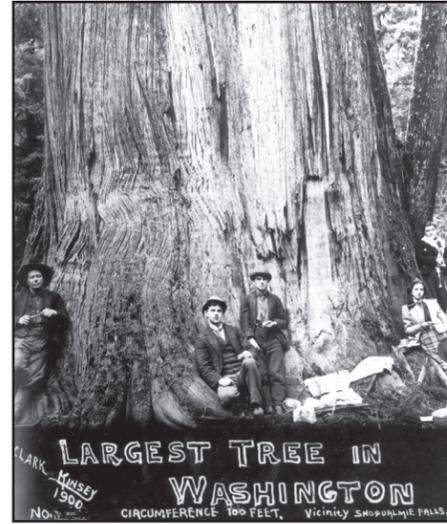
A GLANCE AT HISTORY IN THE MOUNTAINS TO SOUND GREENWAY



Travel over Snoqualmie Pass used to be an arduous journey, with trees, rocks and mud on the road. Sometimes horses worked better than cars. The Sunset Highway was constructed in 1914 and 1915, and until 1931 the road was closed during the winter and had to be cleared each spring.



In the nineteenth century, coal miners immigrated to Roslyn from all over Europe and Asia. Roslyn miners worked together but each ethnic group had its own neighborhood and its own cemetery. The last coal mines in Roslyn closed in 1963.



Photographer Clark Kinsey labeled this Western Redcedar with a 100-foot circumference in the Snoqualmie Valley the "largest tree in Washington" in 1900. Photos courtesy of the Museum of History and Industry.

THE ROAD STILL BECKONS

by
James R. Ellis



In 1911 travelers faced a rocky path (left) past the site of present-day Interstate 90 at Lake Keechelus, just east of Snoqualmie Pass.



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Today, the Mountains to Sound Greenway along Interstate 90 remains a scenic route through forests and mountains.

Remarks delivered to Downtown Rotary Club of Seattle
August 30, 2006





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<u>1995 - Builders</u> Charles Bingham - Priscilla Collins	Joanna Buehler Craig Lee Gary Locke Cleve Pinnix Terry Wallgren	Morris Jenkins Cascade Land Conservancy Doug McClelland Osberg Family Ron Sims	<u>2002</u> Sally Luttrell-Montes David MacDuff and Talus Harry Morgan Charlie Raines Staff of Lake Sammamish State Park Ira Spring/Spring Family Trust for Trails Washington Wildlife and Recreation Coalition
<u>1995 - Pathfinders</u> Brian Boyle - Harvey Manning	<u>1996</u> Mark Boyar Michele Brown Aubrey Davis Pete Machno Lee Springgate	<u>2000</u> EarthCorps Jim Lyons Faith Roland Mark Sollitto Washington Trails Association Everett White Youth Volunteer Corps	<u>2003</u> Paul Cooke Joan Simpson
<u>2000 - Builders</u> Jennifer Belcher - Slade Gorton	<u>1997</u> Paul Carkeek Wade and Tania Holden Jack Hornung Maryanne Tagney Jones Larry Phillips Arlene Wade	<u>2001</u> Jeanne Ehrlichman Bluechel Bonnie Bunning Jerry Henry Tara Houck John Karlson Peggy Leonard Margaret Macleod Mary Norton Paul Schell	<u>2004</u> Dave Battey Fuzzy Fletcher Leon Kos Faris Taylor
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<u>2002 - Builders</u> Ron Sims - Cleve Pinnix			
<u>2002 - Pathfinders</u> Jim Ellis			
<u>2003 - Pathfinders</u> Ken Konigsmark			

THE ROAD STILL BECKONS

By James R. Ellis¹

Speaking at Rotary is like coming home. For more than 40 years, I've been testing ideas for civic projects on the sounding board of the downtown Seattle Rotary Club and returning a few years later to report work in progress.

In 1991, inspired by Harvey Manning's vision for the Issaquah Alps, by Jack Hornung's gutsy five-day march with 80 people from Snoqualmie summit to Elliott Bay and encouraged by support from business leaders,² Brian Boyle, Ted Thomsen and I formed a private non-profit corporation called the Mountains to Sound Greenway Trust. Its purpose was to keep the heavily-traveled³ I-90 corridor from becoming a strip city by creating a permanent greenway along 100 miles of that corridor from the Kittitas foothills to Puget Sound. At a September 1992 Rotary luncheon, the public kick-off speech was called "Take the Greenway."

Today, the Greenway is well undertaken, but there are important miles to go.

Focus on Forests

Forests were and are the unifying feature of the Snoqualmie corridor landscape. It was clear from the outset, that permanently protecting these forests was going to be Job One for the Greenway Trust. The forest landscape was managed by a number of different public and private owners and provided support for many others. Recognizing these diverse interests, the Trust was organized as a private umbrella group with a 60-member board of directors drawn from more than 20 federal, state and local public agencies, from large and small private landowners, from environmental and recreation groups and from business, labor, and civic leaders of communities in the corridor.

In 1991, it looked like commercial forestry would always be profitable on private timber lands in the Greenway. However, a few years later, mills began to close and lands near I-90 became less valuable for commercial forestry than for emerging development opportunities. People remembered the '60s and '70s when they had watched thousands of acres of rich King County farmlands, zoned solely for agriculture, turn into warehouses and shopping centers.⁴ The Directors of the Greenway Trust realized that existing forest zoning could be changed and would not guarantee long-term protection of private forests from market pressures to harvest the trees and convert the land to buildings and pavement.

Extension of remarks prepared for the August 30, 2006 meeting of the downtown Rotary Club of Seattle.

¹ Retired co-founding partner Preston Gates & Ellis LLP, President Emeritus Mountains to Sound Greenway Trust.

² Offers of start up help came from Martin Rosen of the Trust for Public Land, Patsy Collins of KING Broadcasting and the Bullitt Foundation, George Weyerhaeuser of the Weyerhaeuser Corporation, Frank Schrontz of the Boeing Company and Bill Gates of Microsoft.

³ In the calendar year 1990, 10 million vehicles crossed the I-90 cordon line east of Preston. This grew to 17.9 million vehicles in 2005.

⁴ In 1979, King County voters approved a \$50 million voluntary program for the public purchase of farmland development rights. It was too late to keep farms in the lower Duwamish Valley but the program saved 13,000 acres of threatened farmland in other parts of the county.

A Greenway of Public Forests

As the most equitable and permanent way of protecting and connecting greenway forests, the Greenway Trust adopted a strategy of supporting public purchase of private timber lands in the Greenway or their equal value exchange⁵ for less threatened public forest lands outside the corridor.

Greenway strategy also called for consolidating the historic “checkerboard”⁶ pattern of forest ownerships and separating corridor cities from each other by green space wherever practical. At the urging of the cities of Snoqualmie and North Bend, with help from the Trust for Public Land and generous donors, privately owned Meadowbrook and Tollgate farmlands located between the two cities were publicly acquired and permanently dedicated to farm or open space use. The Greenway Trust also encouraged the public purchase of smaller undeveloped properties along the edges of I-90 to maintain visual continuity, and to fill gaps in the protection of iconic scenic lands. The State Department of Transportation also agreed, as far as practical, to save trees and follow parkway standards when making future improvements to I-90 in the Greenway Corridor.⁷

To achieve Greenway forest land goals, public agencies could acquire either fee title or less costly development rights. Public forests could be either conservation preserves or sustainable working forests. All acquisitions were voluntary and every private property interest was acquired from a willing owner at fair market value. Elected officials gave strong leadership and public costs were funded by federal, state and local government appropriations. Senator Slade Gorton saved the Federal Forest Legacy appropriation three times after the House of Representatives had zeroed it out. The King County Council established a Conservation Futures fund from a tax on real estate sales and King County Metro used its biosolids forestry program to acquire land in the Greenway.

⁵ Major exchanges included the transfer of private lands in the greenway owned by the Weyerhaeuser, Plum Creek, Champion and Manke timber companies to the U.S. Forest Service and the State Department of Natural Resources (DNR) in trade for their lands of equal value outside the Greenway.

⁶ Since the late nineteenth century, land along the Greenway corridor was owned in a checkerboard pattern of alternating public and private sections created when Congress authorized the land grant railroads. For the purpose of stimulating American settlement of its new western territories, Congress granted to certain railroad companies alternating sections of land for a distance of 10 miles on either side of the tracks they built. The sections granted to the Northern Pacific Railroad in the greenway corridor were later sold to farmers and timber companies but the checkerboard pattern of public and private land ownership remained. Well before 1990 pressures were building from different quarters to rationalize this arbitrary ownership pattern. State and federal public forest managers, private land owners and environmental advocates all sought changes in a system of boundaries which did not recognize the importance of topography, ecology, or economics to the efficient management of land. The Greenway Trust saw this movement for change as a unique opportunity to strengthen long term public forestry in the I-90 corridor by transferring privately owned sections of forest land to the public owners of adjoining sections. This meant supporting exchanges of private forest land in the Greenway for public forest land in locations outside the Greenway. Both private and public forest managers benefited from the increased efficiencies of “blocking up” their respective forestland ownerships. Charles Raines led a regional “Checkerboard Project” for the Sierra Club.

⁷ The DOT responded meaningfully to suggestions for the Sunset interchange in Issaquah and elsewhere to accommodate trails, and for the plan to improve I-90 east of the Snoqualmie Summit as requested by the Greenway Trust, Sierra Club and others for environmental and wildlife protection.

Past President Sally Jewell, current President Bill Chapman and an active board of directors are giving outstanding leadership to private fundraising³¹ and crucial legislative efforts, while Nancy Keith and her superb staff lead the ongoing tasks of teaching the ethics of sustainable use, managing public events like Greenway Days and supporting ongoing stewardship tasks. There will be no end to the need for gifts of money and the labor of volunteers. David and Maryanne Tagney Jones and the Bullitt, Nordstrom, Osberg and Thomsen families are icons of Greenway leadership giving. The Boeing Company set an outstanding example of in kind public service by loaning dynamic executive Ken Konigsmark to the Trust full time for nine years! Puget Sound Energy officers, Sue McLain and Jerry Henry, bring the spark of excitement to work parties and stewardship projects. Microsoft’s Peter Spiro regularly organizes large groups for tours of Greenway features like the Rattlesnake Ledge Trail and the Cedar River Watershed Interpretive Center.

From its origins as an Indian Trail through the years of cattle drives and pioneer wagons, to its current use by millions of travelers and tons of freight, this National Scenic Byway has been a road well taken.

Spend a moment with me on an imaginary drive up the west slope of I-90.

When we head east across Lake Washington, on a good day with Mt. Rainier rising at the south end of the lake, you get a taste of our natural beauty. When we go under the sunset overpass at Issaquah and pass the Greenway sign, you know it’s going to be green from there on. When we pass High Point and catch a glimpse of parked cars at the trail head you feel an urge to try out the trails of Tiger Mountain. As we drive up the long hill to the upper valley, you know you’re coming home to Cascade country where Snoqualmie Falls, Mt. Si and Rattlesnake Mountain beckon to the forks of the Snoqualmie River and the peaks and lakes beyond. This drive takes about 20 minutes from downtown Seattle.

The Mountains to Sound Greenway is one of those special combinations of water, land and history which Patsy Collins challenged us to share with people who are not yet born and we will never know. If the green chain we are forging remains unbroken, those folks will be happy campers indeed. Close to a metropolitan boiler room of action and ideas they can find butterfly mornings and wildflower afternoons. Reached in minutes, the Greenway will provide places to pause in a forest and feel the natural pulse of the planet.

For the generations of our own time I hope that 30 years from now this special place will still be familiar to those who love it now.

³¹ In August of this year, a major fundraising event chaired by Sally Jewell at Mountain Meadows Farm in North Bend was attended by 500 people and raised more than \$1 million for a special Greenway legacy endowment.

The trestles, tunnels and gentle Milwaukee railroad grade through Snoqualmie Pass can now be easily seen by people on foot, horseback or bicycle. Fascinating history museums are located in Greenway cities. Dramatic exhibits remind us of the cultural and artistic contributions of Northwest Native American peoples and not-so-long ago features of our many-cultured past with its farming, fishing, mining, logging, and pioneer travel.²⁹ Now buried under the south end of Rattlesnake Lake are the 100-year-old remains of the once busy railroad town of Moncton.³⁰

Miles to Go

The Greenway is still a work in progress. Travelers on I-90 see the route east of Issaquah as nearly 100 percent green, but some of this forest edge is still in private hands. It would be a shock to awake one day and see patches of franchise outlets and parking lots sticking out like sore thumbs along the edges of I-90 where today we see a green carpet of trees. Edge lands of the Greenway which are still at risk for development should be purchased as soon as possible to permanently secure the overall integrity of this national treasure.

The single greatest future challenge for Greenway forests will be maintaining them. The forests tributary to lakes and rivers need continuous care to perform their work of slowing and filtering the flow of surface water. Public and private waste managers must discover, treat and remove a seemingly endless number of new pollutants. Just as important as effective government policies, will be alert citizen groups to help our government stewards perform the everyday duties of preventing devastating wild fires, protecting the safety of Greenway users and maintaining the scenic and natural quality of forest and water environments.

Those who enjoy driving or hiking the Greenway can thank the volunteers who help Doug Schindler and Kelly Kirkland create family experiences with hands-on trail work, tree planting, or removal of invasive plants. Everyone who discovers or renews a love affair with this home grown national wonder needs also to support its completion and teach the values of its sustainable use.

Winning the struggle between forest edges and spot development, monitoring resource management practices and insuring improved and safe public use will require a continuing Greenway Trust organization.

²⁹ Even brief visits to MOHAI, the UW's Burke, West Seattle's Log House, Seattle's Klondike in Pioneer Square, Daybreak Center at Discovery Park, the State Museum in Tacoma, or the more locally focused museums of Bellevue, Issaquah, Snoqualmie, North Bend, Roslyn, Thorp and Ellensburg are wake up calls to the rich veins of experience of our predecessors. We are still inspired by the words of Chief Seattle at the Point Elliott Treaty signing to protect the waters and forests his people loved.

³⁰ This town of 200 residents with a hotel, restaurants, indoor swimming pool, stores and a school for first to eighth grade children was built by the Milwaukee railroad on the shore of Rattlesnake Lake in 1906, and owned by families of logging and railroad workers. In 1914, the City of Seattle built a dam on the Cedar River, created Chester Morse Lake and unintentionally raised the water table of the adjoining Rattlesnake Lake drainage basin. In 1915, the streets of Moncton began flooding and residents watched as water rose about a foot a week until everyone was forced to leave and houses floated into the lake. Remnants of building foundations still lie at the bottom of the lake.

Over the last 15 years, the Greenway forest protection effort has added 130,000 acres to the public lands owned in fee⁸ and purchased the development rights from another 90,000 acres to permanently sustain the forests that you see today! The voluntary nature of the program was a key to its success. The job is not done, but as shown by the dark green shading on the map on pages six and seven,⁹ is now more than ninety percent accomplished. In addition to the large timber land owners, national leadership came from Senator Gorton. State and local leadership came from Gary Locke in his several roles as County Executive, State Representative and Governor; from three successive elected State Land Commissioners, Brian Boyle, Jennifer Belcher and Doug Sutherland, and from King County Executive Ron Sims, and Councilman Larry Phillips. In one example, Land Commissioner Belcher accepted an offer from private owner-developers to sell to the state Section 12 in the heart of Tiger Mountain State Forest on the day before their announced deadline to begin a major development process.

If we had waited until today to start assembling lands in public ownership, the Greenway that we see would be impossible. Now, timely appropriations by our government partners can acquire at reasonable total cost the remaining development rights or fee parcels needed to preserve the essential I-90 forest landscape.

Improving Public Access and Use

An important purpose for the public acquisition of greenway forests was to more fully realize their outdoor recreation and environmental education possibilities for local residents and visitors to the region. A 70-member technical committee from affected public agencies and citizen groups worked for two years to create a concept plan for improvements needed to more easily reach and safely use these new public lands. The plan was approved by the Greenway Trust Board and endorsed by the two counties and nine cities in the corridor.

Priority goals of the plan included new and improved trails, view points, trail-head parking, campgrounds, restored and safe Milwaukee railroad¹⁰ tunnels and trestles, educational interpretive centers, freeway lanes divided by natural areas and crossed by grade separated wildlife pathways whenever practical. A few examples tell us this planning is paying off.

Between 1993 and 2001, the long crest of Rattlesnake Mountain near North Bend was acquired from several private owners¹¹ by the State Department of Natural Resources (DNR), King County, and the U.S. Forest Service. Most of this land is now jointly managed by its public owners and is known as the Rattlesnake Mountain Scenic Area. At the east end of the mountain,

⁸ In 1991, the Greenway corridor began with a publicly owned land base of 570,000 acres consisting primarily of the Mt. Baker-Snoqualmie and the Wenatchee National Forests and state land managed by DNR and State Parks. Much of the DNR land was held in working forest Trust for schools, universities or counties.

⁹ Prepared from official records by Amy Brockhaus of the Greenway staff. The Trust for Public Land, the Cascade Land Conservancy, the Cascade Conservation Partnership and other private conservation groups facilitated money to these transactions.

¹⁰ The Chicago Milwaukee St. Paul and Pacific railroad system, originally a Midwest railroad, was extended in 1909 to the Pacific Coast, but still widely known as the "Milwaukee Road". To avoid confusion with non-rail roads the term "Milwaukee railroad" is used in these remarks.

¹¹ Principal private owners were the Weyerhaeuser, Plum Creek and Manke timber companies and a commercial business park developer. The Trust for Public Land assisted in the purchase transactions and Bonnie Bunning of the State Department of Natural Resources negotiated the crucial Manke exchange transaction.

a two-mile trail, built by the Greenway Trust¹² with 25,000 hours of volunteer labor, now provides a scenic climb from Rattlesnake Lake to the spectacular “Ledge” and is being extended for eight miles along a ridge line route pioneered by Ted Thomsen to a new western trail head being built near Exit 27 of I-90. In its first three years, the new Ledge trail was used for more than 300,000 hikes and Rattlesnake Mountain may soon rival Mt. Si in popularity. State Parks made Rattlesnake Lake a western trail head for the John Wayne Pioneer Trail and the City of Seattle made the east shore of this long neglected lake the location of a beautiful interpretative center for the Cedar River Watershed.

In the last five years, the Rattlesnake Lake area has been transformed from a trashed and congested weekend parking nightmare to an attractive destination with sanitary facilities and separate parking areas for the nearby John Wayne and Rattlesnake Ledge trail heads and for a popular waterfront picnic area at the north end of the lake.

This summer, the Greenway Trust began construction of a view park¹³ at Snoqualmie Point on the western end of Rattlesnake Mountain with a panoramic vista of the Cascade Range. The new viewpoint is accessible by car coming from the west at Exit 27 of I-90 and will be owned and operated by the City of Snoqualmie.

The beautiful valley of the Middle Fork of the Snoqualmie River is being recaptured from meth labs and destructive dumping to provide safe family enjoyment. Multi-agency planning, prodded and supported by Mark Boyar, Wade Holden, and former Senator Gorton, has created a new Forest Service campground in the upper valley near Taylor River. The notoriously bad Middle Fork road is now authorized to be paved.

In 1995, Cle Elum, Roslyn and Kittitas County partnered with the Greenway Trust to acquire from Burlington Northern railroad an abandoned six mile right-of-way between Cle Elum and Ronald.¹⁴ This popular pedestrian route through historic Roslyn¹⁵ is now called the Coal Mines Trail. Construction of the adjoining environmentally sensitive Suncadia development will eventually bring the population of this former coal mining area¹⁶ back to the level of its glory days in the 1920s and is already pumping dollars into the long depressed Cle Elum-Roslyn economy.

On the west side, major efforts by King County and the Cascade Land Conservancy have saved from development the 90,000 acre Snoqualmie Tree Farm working forest¹⁷ and scenic forest areas in the viewscape of Snoqualmie Falls.¹⁸ This leadership also accomplished the purchase by the County from Burlington Northern of the abandoned rail line along the east shore

¹² A joint effort with Earth Corps., Washington Trails Association (WTA) and DNR led by Doug Schindler.

¹³ Funding for this project was provided by a gift from the Gates Foundation, a federal “Scenic Byways” grant and State appropriations.

¹⁴ A generous gift from Patsy Collins, a reduced price from Burlington Northern and local leadership by Terry Wallgren made this acquisition possible.

¹⁵ Made internationally famous from 1990-1995 as the set of the popular television series, “Northern Exposure.” Roslyn’s “Brick Tavern” is the oldest operating tavern in Washington State.

¹⁶ The site of the State’s worst mining disaster in 1892, when 45 men were killed by an explosion in Mine No. 4.

¹⁷ A conservation easement was secured from Hancock Forest Management, successor to Weyerhaeuser as the fee owner of the Snoqualmie Tree Farm working forest, now known as the Snoqualmie Forest.

¹⁸ A joint effort with Weyerhaeuser, Puget Western, the City of Snoqualmie and Puget Sound Energy and led by Gene Duvernoy.

Tall, fast growing and long-lived Pacific Coast forests²⁵ are unique in their capacity to absorb atmospheric carbon dioxide during photosynthesis and to produce the oxygen we breathe and store carbon compounds in soils and the woody parts of trees for centuries. Such forests can absorb and store a significant quantity of carbon and help mitigate the cumulative impacts of CO₂ emissions on the world’s climates and environments.

The United States is now the largest source of CO₂ emissions in the world,²⁶ and must eventually play a leadership role in an international effort to reduce future increases in the amount of this gas residing in the atmosphere. Federal action can provide limits on CO₂ emissions, regulate markets for the purchase and sale of verifiable carbon credits, stimulate process efficiencies and nonpolluting energy sources and encourage similar actions by other countries.

When balancing the costs and benefits of maintaining Mountains to Sound Greenway forests and public facilities, we also need to remind ourselves that our unique combination of built attractions and natural environments forms part of the base product of a major visitor industry. From 1991 to 2005, visitor spending in King County rose from \$1.6 billion to \$4.3 billion per year and now produces \$113 million a year in sales taxes for local governments and state agencies. The 100-mile Mountains to Sound Greenway portion of I-90 was the first section of interstate freeway to be designated a national scenic byway and is an attractive gateway for visitors.

Not all forest benefits are easily measured in dollars. In addition to sequestering atmospheric CO₂, forests quietly filter and slow the flows of surface water into lakes and streams, provide wildlife habitat and places for healthful²⁷ outdoor public recreation. Of course those foothill lands which are managed as sustainable working forests also yield commercial products essential to a strong economy.

Recalling Heritage

When you travel the Greenway, look for its historic landmarks,²⁸ the Nineteenth Century train station in Snoqualmie, the century-old power generating facilities at Snoqualmie Falls, picturesque early buildings of Roslyn, and the restored pioneer grist mill in Thorp.

²⁵ Rain fed North Pacific Coast forests of tall conifers are the most sustainably productive in the world and absorb two to four times more carbon per acre than the equatorial forests of the Amazon Basin! Reducing the amount of forest land being converted to development each year can help reduce the growth of CO₂ residing in the atmosphere. See Best and Wayburn, “America’s Private Forests” published by the Pacific Forest Trust in 2001.

²⁶ The rapid increases in industrial development and CO₂ emissions coming from China, India and other fast developing countries will soon exceed ours and could cause global totals to exceed the amounts assumed in most global warming forecasts.

²⁷ The proven health values of walking in the woods and hiking safe trails are gaining more attention as sedentary life styles and excessive weight are being traced to shorter life expectancy.

²⁸ Yvonne Prater’s well-researched history “Snoqualmie Pass From Indian Trail to Interstate”, first published by The Mountaineers then reprinted by the Mountains to Sound Greenway Trust, accurately tells this story with its fascinating players.

The role of wetlands in urban settings is being taught “hands on” in the Greenway’s largest freshwater wetland at Mercer Slough. In 2007 the City of Bellevue will build a state-of-the-art learning and research center on this Lake Washington shoreland site.²³ The renewing cycle of fresh water is beautifully illustrated at the City of Seattle’s recently completed Cedar River Watershed Interpretive Center on Rattlesnake Lake. The relationship of upland forests and waters to the health of Puget Sound marine life is part of the story told by the Seattle Aquarium now undergoing major improvement on the downtown Seattle waterfront.

The Many Values of Forests

When the Greenway Trust was created, few people expected that trees in Greenway working forests might someday provide valuable mitigation for the effects of growing global CO₂ emissions and even fewer foresaw that the carbon sequestered from the atmosphere by these trees and soils might one day yield a significant cash flow just for growing in place. However, the rising costs of fossil fuels and a wider public understanding of the human causes and climate impacts of increased levels of CO₂ in the atmosphere combined in 2006 to help California pass groundbreaking “cap and trade” CO₂ emissions legislation.²⁴ Significant cashflow possibilities for both public and private working forests could result from adopting a similar program in Washington.

The urgency of reducing the net amount of CO₂ emissions becomes more apparent when we consider that they add to the growing accumulation of CO₂ now residing in the atmosphere and have a residence life of more than 100 years. The following table is taken from the Executive Summary Appendix of the 2001 National Academy of Sciences Analysis of Climate Change Science.

Removal Times and Climate Forcing Values for Specified Atmospheric Gases and Aerosols

Forcing Agent	Approximate Removal Times*	Climate Forcing (W/m ²) up to the Year 2000
Greenhouse Gases		
Carbon Dioxide	> 100 years	1.3 to 1.5
Methane	10 years	0.5 to 0.7
Tropospheric Ozone	10-100 days	0.25 to 0.75
Nitrous Oxide	100 years*	0.1 to 0.2
Perfluorocarbon Compounds (including SF ₆)	>1000 years	0.01
Fine Aerosols		
Sulfate	10 days	-0.3 to -1.0
Black Carbon	10 days	0.1 to 0.8

* A removal time of 100 years means that much, but not all, of the substance would be gone in 100 years. Typically, the amount remaining at the end of 100 years is 37%; after 200 years 14%; after 300 years 5%; after 400 years 2%

²³ This 320-acre wetland was created when the level of the lake was lowered 9 feet by the construction of the Lake Washington ship canal and locks in 1916. The new wetlands center will be built and owned by the City of Bellevue with educational programs operated by the Pacific Science Center. Puget Sound Energy’s Jerry Henry leads the private fundraising.

²⁴ Assembly Bill 32 signed into law in September 2006 provides for carbon credit protocols. Protocols are directed to be adopted by the Air Resources Board which are real, quantifiable, verifiable and enforceable by the Board. This precedent setting legislative effort was led by Environmental Defense and the Pacific Forest Trust.

of Lake Sammamish from Issaquah to Marymoor Park, converted this railroad right-of-way into the East Lake Sammamish Trail and connected it with the Sammamish River and Burke Gilman trails to eventually reach Discovery Park on Puget Sound.

Approximately twenty five miles of new trails have been added to the primary Greenway network in the last fifteen years. Only a few missing links remain to complete a continuous I-90 trail from Elliott Bay via Bellevue, Issaquah, Preston, Snoqualmie and North Bend to join the John Wayne Pioneer Trail at Rattlesnake Lake. Multi-agency work on a 700-mile wild land trail network is ongoing as showcased by the autumn 2006 completion of a three-year effort to widen and improve the popular Mt. Si Trail.¹⁹

The Greenway Trust acts as an advocate and catalyst for public agencies and outdoor recreation groups like the Washington Trails Association to develop and maintain better and safer trails in the Greenway. It serves as an on-site implementer with a trail designer, trail crews, thousands of volunteers, and a nursery for native trees and plants in Sammamish State Park. In the last 10 years these volunteers have planted 500,000 trees in the corridor and they are still planting.

A backbone of Greenway recreation is the “Iron Horse State Park” with its popular John Wayne Pioneer Trail. This park and trail are located along the historic Milwaukee railroad right-of-way which runs from Rattlesnake Lake eastward, across spectacular trestles with safety railings, through a two-mile long tunnel at Snoqualmie Pass, along Lakes Kechelus and Easton and the Yakima River to central Washington. Iron Horse State Park is owned and managed by the Washington State Parks and Recreation Commission²⁰ and the historic features of the railroad are being restored with financial support from dedicated citizens. The original Milwaukee railroad passenger station in South Cle Elum is being rebuilt and will be joined by the adjacent power generating and transforming station of this first electric railroad through the Rockies and the Cascades to the Coast.²¹ Connecting the Coal Mines Trail with the John Wayne Pioneer Trail will be an important Kittitas County milestone.²²

Environmental Laboratories

Each year thousands of young people participate in greenway environmental education classes, help remove invasive plants and restore hillside landscapes scarred by zig-zagged logging roads. They learn about the ability of forests to convert carbon dioxide from the atmosphere into the oxygen we breathe and the long-lived woody carbon of trees. They learn about the soil moisture retention and carbon storage advantages of recycling safely treated biosolids instead of using petroleum based fertilizers to grow sustainable forests.

Continued on Page 8

¹⁹ The Greenway’s Mike Stenger has managed this project with 13,000 hours of work by volunteers.

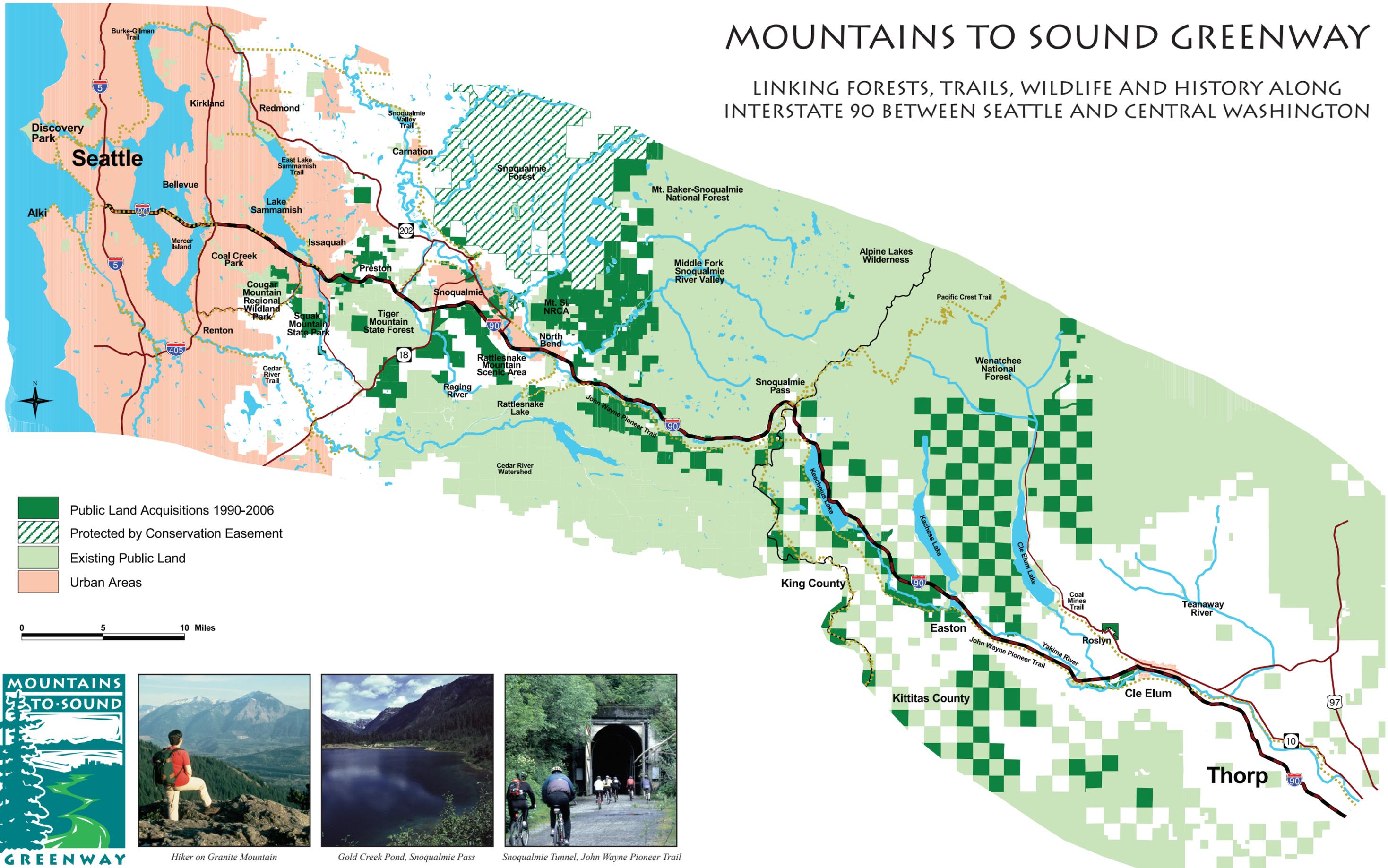
²⁰ Parks directors, Cleve Pinnix and Rex Derr have successfully led this effort.

²¹ The Milwaukee railroad was built without federal land grants. Its electrification through 650 miles of the mountain west was praised by Thomas Edison as “one of the greatest achievements of science and industry.” However, with no massive land resources to fall back on in hard times, the operating railroad died in the 1980’s and its assets were sold in bankruptcies.

²² The cities of Cle Elum and South Cle Elum, Kittitas County, State Parks and the newly created Northern Kittitas Park and Recreation District are working together to make this important connection.

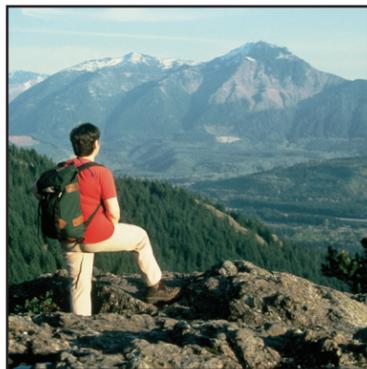
MOUNTAINS TO SOUND GREENWAY

LINKING FORESTS, TRAILS, WILDLIFE AND HISTORY ALONG INTERSTATE 90 BETWEEN SEATTLE AND CENTRAL WASHINGTON



- Public Land Acquisitions 1990-2006
- Protected by Conservation Easement
- Existing Public Land
- Urban Areas

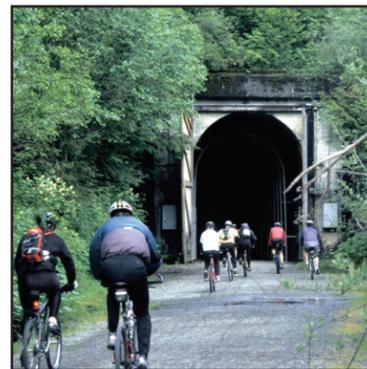
0 5 10 Miles



Hiker on Granite Mountain



Gold Creek Pond, Snoqualmie Pass



Snoqualmie Tunnel, John Wayne Pioneer Trail