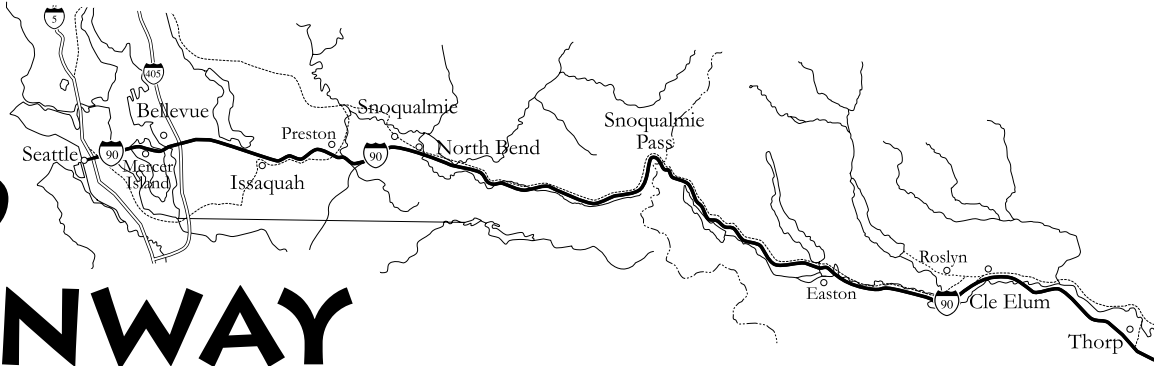


MOUNTAINS TO SOUND GREENWAY



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

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A new Mt. Baker-Snoqualmie National Forest campground is open in the Middle Fork Snoqualmie River Valley just 13 miles east of North Bend. Day-use facilities, seen here, are flanked by 41 campsites and a nature trail. Snowy Preacher Mountain looms over Stegosaurus Butte (center foreground) while the tall peak to the right is officially nameless. See Story Page 2.

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New Campground Crowns Improvements in the Middle Fork Valley

The first new campground built in the Mt. Baker-Snoqualmie National Forest in nearly 30 years was dedicated in the Greenway on May 13 at the end of the rough road into the Middle Fork Valley of the Snoqualmie River.

"They've done just a beautiful job on this," exclaimed Greenway founder Jim Ellis at the dedication ceremonies. The campground, near the Taylor River trailhead, has 39 campsites with fire pits and picnic tables, two group-camp sites, a day-use picnic area and an interpretive nature trail.

Citizen Vision: Government Response

With noon sun bouncing off the rugged face of Mt. Garfield, Rob Iwamoto, Forest Supervisor for the National Forest, introduced the people who made the campground a reality. Seattle conservation activists Mark Boyar and Rick McGuire were credited for the vision, organizing skill and tenacity at the local level that attracted national support for the campground. That support came from then-Senator Slade Gorton who championed the project in Washington, D.C. and found federal funds to build the project.

In brief remarks, Senator Gorton said that projects such as this campground, in an out-of-the-way place, can only come into being when there are people who can see past the present and imagine better things for the future. He noted the patience and tenacity needed to keep such projects alive and he applauded that combination in the assembled crowd of conservationists, recreation groups and public employees.

Forest Service Praised

Boyar, co-founder of the Middle Fork Outdoor Recreation Coalition (MidFORC), praised the finished result of years of advocating and planning. "The Forest Service deserves a lot of credit for pulling this off so well," he says. "They transformed a beat-up old rock quarry into a fine day-use area with spectacular views of Mt. Garfield. The campground snakes through mossy second growth forest and really is inviting. These days, they have to do more and more work with a shrinking staff so for them to jump in and complete a construction project like



Mark Boyar with his children Anna and Sam, joins Senator Slade Gorton and Forest Supervisor Rob Iwamoto to cut the ribbon and dedicate the new Middle Fork Valley campground.

Forest Service employees Don Davison (l) and Gifford Martinez were key members of the campground construction team.

this is a big achievement." Boyar credits Doug Schrenk and Don Davison for the essential environmental work and district recreation manager Steve Johnson and Gifford Martinez for working on the design and contractor management. Snoqualmie District Ranger Jim Franzel oversaw the effort.

One Step in Bigger Plan

The Middle Fork Valley had been a wild trouble spot for several decades as partying, garbage dumping and illegal activities mounted in the 110,000-acre valley. At the dedication, Boyar described 15 years of citizen-led efforts to take the valley back for safe and sustainable public use.

A turning point came, he said, when he and Rick McGuire of the Alpine Lakes Protection Society took Gorton's chief of staff Tony Williams on a tour of the valley. "It was another beautiful day like this one," Boyar says. "We showed him how unmanaged camping at every riverside pull-off was trashing miles of riverbanks, and talked about the need for an attractive alternative. A new campground would give folks a place to camp and protect the river corridor. Senator Gorton liked the vision and went back to Washington, D.C. and found \$2 million so the campground could be built."

Gorton also secured Federal Highways funds that will soon pay for paving of the Middle Fork Road up to the new campground. The current gravel road is notorious for rough driving conditions and erosion into the Snoqualmie River.

The campground opened on Memorial Day weekend. Reservations are available at www.ReserveUSA.com.

East Lake Sammamish Trail open at last!



Photo Cascade Bicycle Club / Carry Porter

On March 21, 2006, crowds of bike and pedestrian fans joined King County Executive Ron Sims to officially open the 11-mile East Lake Sammamish Trail that connects the cities of Issaquah, Sammamish and Redmond. The opening of this major regional trail in the Mountains to Sound Greenway follows more than five years of environmental review and public debate.

STATE LEGISLATURE FUNDS IMPROVED ACCESS TO NATURE IN THE GREENWAY

In late March, the Washington State Legislature appropriated \$1.55 million dollars to five, high-priority projects in the Mountains to Sound Greenway. Legislators funded these projects in a Greenway Trust program to make it easier for people to use previously acquired public lands along I-90. One of the funded projects will help protect the landscape along the scenic highway from development outside the urban growth boundary.

"People are hiking and bicycling on Greenway trails in increasing numbers," says Greenway Trust Board President Bill Chapman. "Since the trail to the Rattlesnake Ledge was improved two years ago, the estimated use there has jumped from 35,000 a year to 100,000 a year. There are just very few places in the country where big-city jobs are so close to backcountry woods, trails and mountains."

State-funded projects include improvements to the Squak Mountain hiker and equestrian trail system on the edge of Issaquah and two projects just off I-90 Exit 27: completion of visitor facilities at Snoqualmie Point Community View Park and completion of the cross-Rattlesnake Mountain trail and trailhead. The Legislature also funded the start-up of a long-term project to seek a national designation for the 100-mile Greenway that would help public land managers keep the Greenway lands in better condition with more cost-effective financial resources. Land managers in the Greenway include the US Forest Service, the State Department of Natural Resources, Washington State Parks, King County Parks and city parks and trails departments.

Projects Will Address Public Needs and Impacts

"The Greenway has protected huge areas of land in this corridor through public acquisition," says Chapman, "but we haven't been able to invest enough to build and improve the trails to keep up with demand. So when a small surplus accumulated in the State's reserves last summer, a number of people urged us to seek a small allocation for our most important projects. It was good fortune that legislators from many districts around the state realized the pressures on these lands from growing public use."

Doug Schindler, Greenway Director of Field Programs worked with agencies and user groups to identify over 80 projects in the scenic corridor that would make recreation more accessible. Before seeking the state allocation, public land and recreation managers advised on winnowing the long list to the 14 most needed and viable projects that could be funded with \$15 million.

Jacobsen Leadership Opened the Door

Senator Ken Jacobsen from Seattle's 46th District sponsored the Greenway allocation bill, and Representative Fred Jarrett of the 41st District was the House sponsor. Senators Mark Doumit and Karen Fraser also played key roles in securing funding. Rep. Brian Sullivan, Chair of the House Natural Resources Committee and Rep. Hans Dunshee, Chair of the House Capital Budget Committee also offered key support.

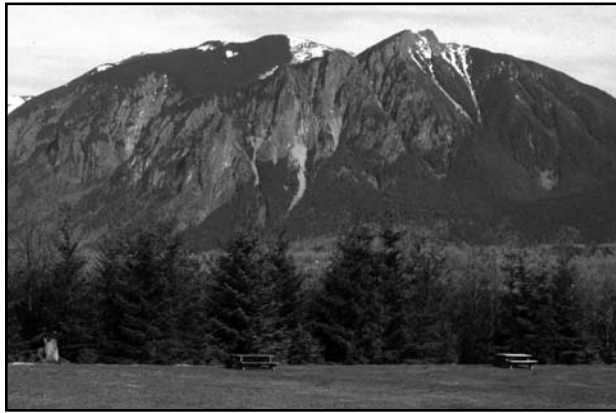
Senators Luke Esser (R-Redmond) and Adam Kline (D-Seattle) added strong support at key stages. Governor Gregoire, a longtime supporter of the Greenway, approved the allocation when she signed the budget into law. "This was the first time we had ever gone to the Legislature directly," says Chapman, "and we feel extraordinarily lucky to have this affirming response."

The Greenway funding campaign in Olympia drew on the skills of Greenway Board members, led by former Senate Majority Leader Dan McDonald and former Governors Gary Locke and Mike Lowry, Kollin Min, Sue McLain of Puget Sound Energy, Sally Jewell of REI, Doug McClelland from Washington State Department of Natural Resources and Greenway Trust founder Jim Ellis as well as Bill Chapman. "We also had great support from other recreation and conservation groups and state agencies," Chapman says. The firm of Martin Flynn Public Affairs coordinated the Olympia campaign.

Back to the Legislature to Finish List in 2007

The Greenway Trust was so pleased with the response in Olympia, that plans are now being rolled out to return to the 2007 session of the Legislature to seek funds for the remaining projects on the original list of 14 submitted in the Fall of 2006.

Remaining projects include a new trail for hikers and climbers up Mailbox Peak, a trail for bicyclists and hikers connecting High Point to Preston in the King County regional trail network, and improvements to the John Wayne Pioneer Trail and Ollallie State Park that will benefit hikers, the bicycle community and horseback riders.



View of Mt. Si from Snoqualmie Point

Snoqualmie Point Projects Begin

Construction will begin this summer on two major public access points in the Greenway, with support from funds appropriated by the Legislature in spring 2006. Snoqualmie Point Park and the Rattlesnake Mountain I-90 Trailhead are neighbors just off I-90 Eastbound Exit 27.

Snoqualmie Point Park offers Snoqualmie residents and visitors one of the most sweeping and dramatic views in the Greenway. In early July, crews will begin shaping the park landscape, laying in utilities, roads, trails and parking and starting foundations for a restroom building and a view shelter. The Park is owned and managed by the City of Snoqualmie Parks Department.

Funders include the Bill and Melinda Gates Foundation, the Federal Highways Scenic Byways Program, Puget Sound Energy and the State Legislature. Completion is due in early summer 2007.

Immediately adjacent the park, a new trailhead is under construction with funds from the State Legislature, which will create spaces for 50 cars to park so that hikers have easy access to the new, 11-mile trail that crosses Rattlesnake Mountain and ends at Rattlesnake Lake. State funds are also completing the trail.

SCENES FROM GREENWAY DAYS



The 100-mile Mountains to Sound Relay, produced by CityLeague Sports, began with a mountain bike leg from Snoqualmie Pass (above), continued through the Snoqualmie Valley by road bike, traversed the Sammamish Slough by boat (below) then finished with two running legs into Seattle's Golden Gardens Park. Overall race winner was team **runningshoes.com** from Bellingham. Race results are available at www.mountaintosound.com.



Relay racers get ready for Mountains to Sound.



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Many thanks to Ivey for donating large, colorful banners and displays for Greenway Days events.



The Green Treasures Trek (above, at Gold Creek Pond) and Bellevue's Strawberry Festival (left) brought families into the Greenway.

Greenway geoteaming brought high-tech treasure hunters to the woods.



The Mountaineers Restore a Trail to Celebrate 100 Years of Hiking

Just weeks after fire destroyed the 62-year old Mountaineers Lodge at Snoqualmie Pass, members of the historic Washington outdoor club celebrated the restoration and improvement of a Greenway landmark, the Asahel Curtis Nature Trail, just south of I-90 at exit 47.

On June 3rd, National Trails Day, The Mountaineers unveiled a new information kiosk at the Nature Trail entrance. Mountaineer volunteers, led by Noreen Edwards and Joe Toynbee, have worked for three years with the Washington Trails Association and the US Forest Service to build new bridges, steps and a system of signs that tie to a new interpretive brochure.

The Asahel Curtis Nature Trail is named after one of the 1907 founders of The Mountaineers, a noted photographer and civic leader in early 20th century Seattle.

On Friday, May 12th, an early morning fire burned down the rustic Mountaineers Lodge that stood on 77 acres of wooded land in the midst of the Snoqualmie Summit ski area. Lynn Hyde, Chair of the volunteer committee for the lodge, talked about it on Trails Day. "I couldn't help but reflect on how sad it was that we had just gotten the lodge listed in the Washington State Heritage Register of Historic Places in June of 2005. The loss is tragic, but the value and the potential of the land remains intact."



A new information kiosk welcomes visitors to the Asahel Curtis Nature Trail and Lake Annette trailhead. The Mountaineers created a new interpretive brochure and Washington Trails Association volunteers improved the trail and built the kiosk.

Morris Jenkins: 1908 – 2006

When Seattle hikers and civic leaders proposed that a Greenway be protected over the Cascades in 1991, one of the first people they enlisted in exploring and documenting the outdoor wonders of the mountains was Morris Jenkins. As a young man, Morris had come to Snoqualmie Pass from Idaho in 1929 and worked with the highway department on the gravel, one-way road that has since grown into Interstate 90. In winter, young Morris sustained himself by trapping in the vast forests around Easton. In following years, he worked for the US Forest Service and then in forestry management for the Burlington Northern Railway Company. His love of natural phenomena and his keen observation skills were enhanced by a sharp and careful memory.

In 1991, Morris, then in his eighties, led a group of hopeful Greenway founders on a day-long trek from Lake Keechelus toward Lost Lake in search of remnants of the ancient trail used by Native Americans to crisscross the mountains in earlier times. “Morris knew where to go,” says Ted Thomsen, a member of the party, “and sure enough, we found parts of the trail, about 10-inches deep, winding through the trees.”

(A story about Morris and the trail can be found in the opening pages of *Snoqualmie Pass: From Indian Trail to Interstate*, by Yvonne Prater.)



At a memorial service for Morris in Cle Elum on April 10th, his friends and family added other dimensions to a bountiful life story. As a citizen of Cle Elum, he initiated and organized community celebrations for decades, rekindling interest in local history and creating a happy spotlight that shone on festival queens and senior citizens alike. He was a dedicated teacher of young people. Researching, remembering and writing into his mid-90s, one of his last publications was the historical walking tour guide to the Coal Mines Trail, between Roslyn and Cle Elum.

As readers of the Greenway newsletter know, Morris Jenkins was an eloquent storyteller and contributor. His observations on the lives of animals, plants, people and weather in the mountains of Snoqualmie Pass kept this small magazine as down to earth as it could get. With fond memories of his endless energy and generous spirit we will bring his essays back from time to time so we can still hear the wind in the trees and scurry of four-footed creatures, wherever we are. *See page 7.*

A Green Way in Seattle



In Seattle, the Greenway Trail passes along the south side of Safeco Field on Atlantic Street connecting to Puget Sound and the waterfront trail system. On April 27, “Take Your Daughter and Son to Work Day,” Shane DeWald, Landscape Architect with the Seattle Department of Transportation organized SDOT staff and their children in a volunteer tree-planting event to bring green to the last leg of the trail between 1st Avenue South and Puget Sound at Alaskan Way.

Green Infrastructure a Necessity

A new book, *Green Infrastructure – Linking Landscapes and Communities*, uses the Mountains to Sound Greenway to illustrate the book’s thesis: that an interconnected network of natural areas and open spaces is a key to environmental, social and economic health.

The book’s co-authors, Mark Benedict and Ed McMahon define “infrastructure” as, “the structure or underlying foundation on which the continuance and growth of a community or state depends.” In calling for protection and connection of open spaces, they assert: “While green space is often viewed as something that is *nice* to have, green infrastructure implies something we *must* have... green infrastructure provides a framework for conservation and development that acknowledges the need for providing places for people to live, work, shop and enjoy nature.” The Mountains to Sound Greenway is described in six pages as “Green Infrastructure in Action”.

Green Infrastructure is published by Island Press (www.islandpress.org), sponsored by the national non-profit Conservation Fund (www.conservationfund.org) and may be purchased from either organization.

MT. WASHINGTON



Photo by Larry Hanson

Mt. Washington rises above the south side of Interstate 90 just east of North Bend. At the 4800-foot summit, a hiker may see Mt. Rainier to the south, Mt. Baker and Glacier Peak to the north and sweeping views of the Middle and South Fork Valleys of the Snoqualmie River and the Cedar River Watershed.

The summit of Mt. Washington lies within the City of Seattle Cedar River Watershed boundary, but can be reached via hiking trails through Olallie State Park. Most of the 90,500-acre watershed is off limits to the public as a forest reserve.

In 1994 one of the first Mountains to Sound Greenway environmental restoration projects was a tree planting effort at the 3000 foot level on Mt. Washington on abandoned logging roads.

GREENWAY TRUST ADDS BOARD MEMBERS

Five new members have been elected to the Board of Directors of the Mountains to Sound Greenway Trust:

John Baier, Attorney, Karr Tuttle Campbell; **Rob Iwamoto**, Forest Supervisor, Mt. Baker-Snoqualmie National Forest;

Gary Kurtz, Northern Kittitas County Parks & Recreation District Commissioner; **Jim Reinhardson**, Managing Director, HEARTLAND LLC; **David Sturtevant**, Regional Manager, CH2M Hill Engineering

Volunteer Board Members meet five times a year to guide policy, coordinate projects in nine cities and two counties and promote broad support for the Greenway.

Greenway People:

Where is the Greenway in the Big City? Amid solid miles of concrete, parks and trails, it can be also be found in the passion of people to save remnants of nature wedged between highways and buildings. Where the Mountains to Sound Greenway trail system on I-90 comes to stop at the north end of Beacon Hill, Craig Thompson is one of those green space crusaders. In his efforts to reclaim and protect the greenbelt of trees bordering I-5 and I-90, Thompson has made an alliance with 100 miles of Greenway running east to Central Washington.

Thompson moved to north Beacon Hill in 1998. "This neighborhood can be a bit edgy at times," he says, "but it has the feeling of a real neighborhood - people look out for each other." He discovered that his neighbors were alarmed about crime and a growing concentration of gangs taking over the large, forested greenbelt running from just below the Amazon.com building, south along the west side of Beacon Hill for almost two miles. People called it "the Jungle. It had become a haven for homeless people and drug dealing.

City Forest a Habitat for Many

"We started out just wanting more attention from the police and the City to keep criminal gangs out of our neighborhood. But I realized that they were living and organizing in the greenbelt. I also realized that this is the closest natural forest to downtown Seattle and if we could make it a safe place, here we have a chance to create a sanctuary for urban people and wildlife habitat." (Thompson has observed raccoons, coyotes, squirrels, possums and 48 species of birds in the greenbelt.)

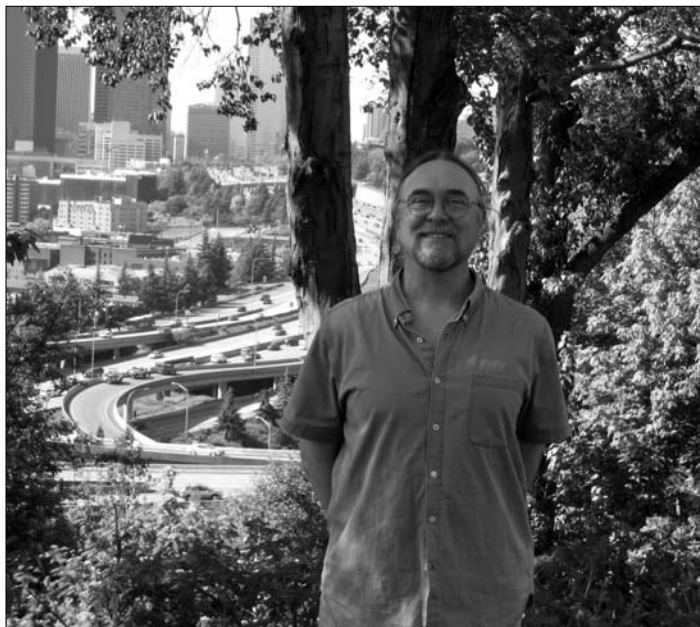
Craig Thompson is a free-lance professional writer and poet. When he decided he would try to take back the Jungle, he knew he had to draw a lot of people and interests into the campaign. Besides calling the City Department of Neighborhoods and the Police, he and his neighbors talked to the State Department of Transportation which owns much of the greenbelt bordering I-5. He got in touch with the Parks Department and environmental restoration group EarthCorps. He found out how to get AmeriCorps workers. He called the Mountains to Sound Greenway Trust office and asked if the I-90 trail system might be connecting to the Sound through the Beacon Hill greenbelt.

Citizens Part of Solution

"I think when a lot of people call the City, they are complaining. We had a complaint too, but I don't think it's just government's problem, it's our problem. I think a partnership has to exist." Thompson worked with neighbors and local community councils to form a Jungle Steering Committee.

"We had a real turning point when WSDOT went into the greenbelt and made the road that runs through there really accessible to maintenance. Then the police could begin to patrol it. Other agencies could come in: the Department of Corrections brought crews in to pick up the huge amount of garbage left by homeless people. With all this attention in the Jungle, the lawless elements began to clear out."

CRAIG THOMPSON



Craig Thompson in "The Jungle" in Seattle.

Homeless encampments in the Jungle are still there but Thompson says the hard crime elements are gone. He thinks that the forest of big leaf maples mixed with a few cedars can still serve as a temporary home for transient people. "If they aren't creating problems, why should we create problems for them?"

Trails Bring Hope

In April, he organized a walking tour through the Jungle for Seattle City Councilmember Sally Clark, City trail coordinator Pete Lagerwey, and representatives of a variety of parks, trails and environmental interest groups. He pointed out the planned future City connection of the Mountains to Sound Greenway Trail (from I-90 to the Sound) and significant areas of the Jungle already cleared of invasive ivy by workers from EarthCorps. "When we get bicycle commuters coming through the Jungle on the Greenway trail," Thompson says, "this will not be an attractive place for criminal activity."

How are Greenways made? Craig Thompson knows that it requires looking beyond the present and seeing what might be. "My vision is that 10 years from now, this will be a recovering forest, the slopes will be rich with sword ferns instead of ivy. Bicyclists, neighbors and dog walkers will be constantly passing through here, noticing the same things I did when I first ventured into the Jungle. Even with the highway noise, you can feel the cool of a forest."

WILSON'S WARBLER

As the days lengthen and the rains warm, my thoughts drift south. In scrubby habitats of Baja and Sinaloa, Mexico, Wilson's Warblers must be anxious. By early May these small (6-8g) jewels will have flown 1500 miles or more along rivers, coasts, and mountains to settle in the native forests of the Greenway. Bright yellow males with jet black crowns will sing their *chee-chee-chee* song to attract subtle yellow females. Together they will build small, nearly impossible to find, nests at the base of sword ferns or under thickets of salmonberry, elderberry, or salal. As if flying 1500 miles isn't enough, a female warbler will lay 2-7, rust-spotted,



BIRDS

creamy-white eggs (weighing the equivalent of 25% of her mass) that will hatch into thimble-sized, naked young in late May. Fledglings follow their parents, chipping metallicly for their next meal through July. But after just 3 months here, our forests will again become less colorful as the Wilson's Warblers (and many other neotropical songbirds) head back south to their Mexican wintering grounds. Migratory feats like this make us marvel at their efficiency—flying and breeding on a steady diet of insects puts our resource use to shame. But they also point out the vulnerability of songbirds who must navigate long, dangerous routes and return to previous breeding areas each year to quickly raise their broods. The Greenway provides consistent breeding grounds for Wilson's Warblers, where they are one of the most common summer birds. Surrounding suburban landscapes attract few Wilson's Warblers, and many fail to successfully breed. This loss of Wilson's Warblers from the forests we live in highlights the need for larger forest reserves like those of the Greenway.

- John M. Marzluff

KEECHELUS DAM

During the construction of the Lake Keechelus dam, the workers and their families lived in three settlements at the lower end of the lake. The settlement at the west end of the dam was known as Meadow Creek; the one near midpoint on the dam was known as Tunnel Avenue; and the one near the east end of the dam was known as Keechelus. A school was maintained for the residents of these settlements.



HISTORY

In the wintertime supplies were delivered by team and bobsled from Meadow Creek Station on the Milwaukee Railroad to the settlements. The horses were equipped with snowshoes which consisted of a metal plate bolted to a wood panel. The snowshoe was fastened by a metal ring which encircled the hoof and was drawn tightly at the back of the hoof by a leather strap. Most of the horses became quite expert at walking on these snowshoes. One old mare became quite a pet at one of the camps and was allowed to roam freely on snowshoes. She spent much of her time going from cabin to cabin looking for handouts of cookies, bread or other goodies. When the dam was completed all the houses were burned.

- Morris Jenkins

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Jim Ellis Birthday Tribute

On August 8, 2006, the Mountains to Sound Greenway Trust and friends will host a celebration for founder and past president Jim Ellis on the occasion of his 85th birthday. The event will bring together civic, business and conservation leaders, friends and donors to recognize his 50 years of civic leadership in the community and acknowledge his crowning achievement, the Mountains to Sound Greenway.

To create a grand birthday present for Jim Ellis, Greenway Board member Sally Jewell is leading the kick-off of a multi-year campaign to build the Greenway Legacy Fund at the Seattle Foundation. The Legacy endowment fund will insure that Greenway Trust advocacy for the protection, enhancement and restoration of nature and history in the 100-mile Greenway will carry on for generations to come.

“Contributions to the Legacy Fund campaign will make a grand birthday present for Jim,” says Jewell, “and symbolize the gratitude of all of us for Ellis’ years of tireless work on behalf of our environment and economic health. He has led so many challenging projects that have made life better for everyone in this region.”

If you would like to contribute to Jim's birthday gift, please send your gift to:

Mountains to Sound Greenway Legacy Fund
c/o The Seattle Foundation
1200 Fifth Avenue, Suite 1300
Seattle, WA 98101

If you are interested in attending this event or becoming a table sponsor, please contact Amy Brockhaus at 206-382-5565 or amy.brockhaus@mtsgreenway.org.

GREENWAY TRAILS ATTRACT NATIONWIDE TRAINING PROJECT

Trails in the Mountains to Sound Greenway got an intensive spurt of improvements in early June when 60 young people from western states arrived in Seattle for a five-day training session sponsored by the Student Conservation Association (SCA). Led by 12 SCA instructors, the prospective trail crew leaders put in 1900 hours of work and completed five separate projects.

The Greenway Stewardship Program has been host to the national training workshop for four of the past five years. SCA staff design and manage the training for crew leaders who will then travel to national parks and forests and other public lands throughout the West to lead volunteers, ages 16-18, in maintaining trails over the summer.

Mike Stenger, Greenway Trails Coordinator, started his own career as a trail expert with the SCA and has maintained that contact over the years. He works with SCA to plan the projects along I-90 and coordinate logistics for the workshops. "SCA likes to work here because the Greenway has so many different kinds of terrain and we can provide the mix of projects their trainees need, all accessible from SeaTac," Stenger says. While their

people are getting training for a nationwide summer program, they're also helping complete trail projects in the Greenway. So trails in the Greenway and throughout the West both benefit.

This year SCA crews completed several projects on Department of Natural Resource lands including a timber foot bridge on Tiger Mountain's Dwight's Way Trail, a rock retaining wall and tread and drainage improvements. On Rattlesnake Mountain, they relocated a trail to protect a stream. They also completed a trail restoration project near the Ira Spring Trail in Mount Baker Snoqualmie National Forest.

"It's exciting to think that this kind of work will be replicated across the country by these crew leaders. Hundreds of young people will benefit from what was learned here," Stenger says.

Throughout the year, Greenway volunteers and crew members are at work every week maintaining and improving the Greenway trail system. "People hiking on Tiger Mountain, Squak Mountain, Rattlesnake Mountain, Olallie State Park or

in the Middle Fork Snoqualmie River Valley will enjoy the fruits of these labors," Stenger says.



SCA Crews on Greenway Trails



Two Greenway volunteers from REI remove sediment from a culvert to keep water off the Twin Falls trail. More than a dozen volunteers from REI worked on this popular trail in Olallie State Park on National Trails Day.

Thank you!

The following groups have cared for thousands of tree seedlings at the nursery and cleared several acres of invasive weeds since January of this year. We couldn't do it without you!

- Bank of America Employees (2 events)
- Boy Scouts
- Bush School
- Cougar Ridge Elementary
- Griffin Home (2 events)
- Pacific Cascade Freshman Campus
- Puget Sound Adventist Academy
- REI
- Starbucks
- YVC, Youth Volunteer Corps (4 events)

Ribary Creek



Ribary Creek runs through historic Tollgate farm in North Bend. Once filled with trout, it needs a buffer of native plants to protect its banks from erosion and improve habitat for fish and wildlife.

Hundreds of volunteers are needed now and through the fall to dig up blackberries and plant thousands of trees at this Greenway project. Tollgate Farm is rich with history of the Snoqualmie Valley, from Native American settlements to an old toll road to Snoqualmie Pass to the farming that continues today. People who live in the area or just pass through on their way to summer outdoor adventures will find a day at Ribary Creek fascinating and fulfilling. This project is generously funded by grants from the King County Rural Community Partnership Program and the King Conservation District.

Volunteer Event Calendar

To get ready for the fall tree planting season, Greenway restoration sites need some work. Come dig and pull invasive weeds at the following beautiful locations (work at the nursery also involves weeding). This is the best weather we'll have all year so sign up now!

- Sat, July 8 - Gardiner Creek (North Bend)
- Sat, July 8 - Mid Fork Snoqualmie (North Bend)
- Sat, Jul. 15 - Upper Luther Burbank Park (Mercer Island)
- Sat, Jul. 15 - Ribary Creek (North Bend)
- Sat, Jul. 22 - Ribary Creek (North Bend)
- Sat, Jul. 29 - Ribary Creek (North Bend)

- Sat, Aug. 5 - Ribary Creek (North Bend)
- Sat, Aug. 12 - Mid Fork Snoqualmie (North Bend)
- Sat, Aug. 19 - Upper Luther Burbank Park (Mercer Island)
- Sat, Aug. 26 - Mid Fork Snoqualmie (North Bend)

- Sat, Sept. 9 - Mid Fork Snoqualmie (North Bend)
- Sat, Sept. 9 - Issaquah Creek (Issaquah)
- Sat, Sept. 16 - Upper Luther Burbank (Mercer Island)
- Sat, Sept. 23 - Mountains to Sound Nursery (Issaquah)
- Sat, Sept. 30 - To Be Determined

- Sat, Oct. 7 - Mid Fork Snoqualmie (North Bend)
- Sat, Oct. 7 - Mountains to Sound Nursery (Issaquah)
- Sat, Oct. 14 - Mountains to Sound Nursery (Issaquah)
- Sat, Oct. 21 - Tree Planting Season Begins!

To sign up visit www.mtsgreenway.org/volunteer/events call 206-812-0122, or email volunteer@mtsgreenway.org.

Work for the Greenway Volunteer Program!

The Greenway Trust is seeking two talented, outgoing individuals to start this fall as Volunteer Program Outreach Associates. Work in the office and in the field, and inspire others and gain skills you can use anywhere. Positions run from 9/15/06 through 7/30/07 and come with a monthly stipend plus other AmeriCorps benefits. View the full description at www.mtsgreenway.org.

TrailsFest 2006

Saturday July 22, 9am - 4pm - FREE!

Location: Rattlesnake Lake, North Bend

Take I-90 to exit 32, head south 3 miles to the lake

Contact: Washington Trails Association, 206.625.1367, www.wta.org

The great outdoors of Washington is calling you! And for one whole day at TrailsFest, you can be outside and sample it all, from hiking to rock climbing to paddling. Take a guided hike, paddle a kayak, try out a new S'mores recipe, or climb a rock wall. Visit the dozens of exhibitors, including gear companies and outdoor groups.

Trail News

- Throughout the month of July, 90 kids from around King County are working to improve the Rattlesnake Mountain Trail and the Dingford Trail. They are participating in the free Mountain Works camp run jointly by the Mountains to Sound Greenway Trust and EarthCorps.
- Greenway field crews, who are part of an AmeriCorps volunteer program, have been camping near the top of Mt. Si to finish the hardest-to-reach sections of trail, 3.5 miles up the mountain. They are putting in the last of the new steps and switchbacks. Since January, crews have reexcavated thousands of feet of trail to keep the trail from slipping off the steep hillsides. Major improvements to this popular trail in the Greenway have been ongoing since 2003.
- Since January of this year the Little Si Trail, Rattlesnake Ledge Trail and Twin Falls Trail have been visited by hardworking volunteer teams. Volunteers have also worked on the trail networks on Tiger and Squak Mountains.

A LOOK BACK

at the Mountains to Sound Greenway



History of the town of Snoqualmie Falls

Meadowbrook Farm board member Dave Olson shows off the newly restored Mountains to Sound Greenway sign at the site of what was once the Riverside community in the mill town of Snoqualmie Falls Washington. It commemorates an avenue of Sycamore trees along Reinig Road, planted by the founders of a town that is no longer there. The mill town of Snoqualmie Falls used to be located across the Snoqualmie River from the current town of Snoqualmie. When the sign posts gave out earlier this year, members of the Meadowbrook Farm board rescued the sign and added new legs. This is one of 16 historic signs in the Snoqualmie Valley funded by the Washington Forest Protection Association in 1994. Photo courtesy of Dave Battey.

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.

MOUNTAINS TO SOUND GREENWAY TRUST

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