

President's message

Public servants work with us

Vision, optimism, confidence, persistence and diligence. These are but five words in the lexicon of the modern trail builder. Vision to see in one's mind the finished goal. Optimism that the goal is achievable, and confidence that it will be achieved. Persistence does pay, for without it all fails. Finally there is diligence in the sense of being attentive to what is happening within the process beyond our control. Ever optimistic, we believe that this diligence has given our project, and also the Puyallup River Walk, new impetus within the last few months.

After months, not to mention years, of missed trail deadlines that were largely beyond the control of Pierce County Parks as lead agency, Coalition Executive Director Chuck Morrison arranged a meeting of Coalition board members with Lyle Quasim, assistant to the county executive. The purpose was to express our frustration with the slowness of the project and to seek the executive's assistance in encouraging cooperating departments, particularly public works, to assign a higher priority to their project involvement. We also asked for a written timeline of estimated completion dates for various trail sections.

We were extremely well received and enthusiastically assured of the executive's support. Mr. Quasim carefully explained the operational priorities and constraints of the departments involved, but promised to arrange a meeting between Parks Director, Jan Wolcott, and the new acting Director of Public Works, Karen Goon, to work out a time table and plan of achievement. He also promised to explore other ways of expediting certain elements of the process.

On February 11, both Mr. Quasim and Ms. Goon attended our regular Wednesday luncheon meeting and brought with them a large, detailed map of projected construction dates.

On Monday, February 10, Director Chuck Morrison led another delegation of board members to meet with Pierce County Council member Calvin

continued on next page

Spring is here!

As you read this, clusters of daffodils are nodding their sunny heads among the plantings at the Foothills Coalition kiosk in Orting, and on the west side of the McMillin trailhead parking lot. Hundreds more will soon be blooming in the Puyallup Kiwanis Meadow Grove Park along the Puyallup River Walk. Check them out! All were planted last fall by Coalition and Kiwanis volunteers.

Adding to the colorful spring spectacle, the flowering plum trees that the Coalition has planted over the years as part of its "Trees For The Trail" project are worth a visit to Orting all by themselves.



Coalition joins nonprofit center

At its regular monthly meeting on January 23, the Foothills Trail Coalition decided to join the Non-profit Center, a nonprofit organization that provides education, leadership development, consultation and peer networking connections to nonprofit organizations in the South Puget Sound area. See <http://www.npcenter.org/>. It is expected that this association will help improve the Coalition's effectiveness as an advocate for trails.

The move followed the adoption of a formal case statement that outlines the past, present and future direction of our organization. The case statement is an explanation for our mission and vision. It lives, changes and is an essential document on which to build our plans. With the case statement in hand, the Board plans to be working with a representative from the NP Center about the time you read this announcement. The next newsletter will update you on that progress.

President's message (continued)

Goings. The purpose was to re-inforce Pierce County Council support for the trail. We also were assured that moneys targeted for the trail in Proposition One -- Zootrekparks, passed by the public in 2001, would not be diverted to other projects. Councilman Goings has been a strong and consistent trail supporter.

As for the Puyallup River Walk, following a meeting of your president last year with Puyallup City Manager Jim Bacon, that long-delayed project took a very positive turn. The project was reassigned to the Puyallup Parks Department from which it had been moved to public works in a reorganization by a previous city manager. In addition, Mr. Bacon arranged for a public works engineer who had been working on the project to be assigned half time to the parks department to insure steady progress. The manager also directed that the entire trail be completed by 2004, including a section that had not been properly addressed due to previous political concerns.

Government is too often slow and ponderous, and necessarily becomes more so as we increase in number, impacting both our relationships with one another and our environment. Too often, erroneously, we see

government as something apart from ourselves, only to be criticized, when in fact we are the government. I for one am pleased to have such receptive and knowledgeable public servants as Mr. Wolcott, Mr. Quasim, Ms. Goon, Mr. Goings and Mr. Bacon. Working together we will achieve our trails, but we must remain diligent in insuring that they do their part. We are but one of the many projects and responsibilities that they serve.

—Ernie Bay

Friends of Rails To Trails:

Thank you for all the hard and successful work the people--terrific people--have done for all of us. Also I want to thank you for *The Trail Line News*. It is so well written, and shows great talent in getting your message across. It is a morale booster.

Enclosed is my check.
Sam and Betty York



Grant received

The Coalition is pleased to report the receipt of a \$5,000 grant from the Greater Tacoma Community Foundation in support of the Lower Burnett to Buckley section of the Foothills Trail. This award was made possible through a GTF trust from

Trail Counts for Puyallup Riverwalk

Jan. 10 to Feb. 11
5,747 / 32 = 179 per day

the late Sue Dell Nelson, a Tacoma businesswoman and philanthropist. The money is to partially underwrite a match of \$10,000 that the Coalition earlier pledged to Pierce County Parks in support of a \$750,000 grant that was approved.

The Greater Tacoma Community Foundation has been a consistent supporter of the Foothills Trail and has particularly helped to fund several of our bridges. This most recent grant was the first submittal by our new grant writer, Tom Enlow. Congratulations, Tom.

Note: We have been reminded that one of the grant selection considerations of The Greater Tacoma Community Foundation is an applicant organization's Governing Board diversity. The Foothills Trail serves all persons without exception, but our Coalition Board does not reflect the diversity of these users. Our Board is elected from Coalition members who are grass roots trail enthusiasts, and who regularly attend our meetings. We encourage parties of all ethnicity and other minority status to contact us if interested in serving our cause.

Trail Line News is published quarterly by the Foothills Rails-to-Trails Coalition, P.O. Box 192, Puyallup, WA 98371-0021.

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How to reach the Foothills Rails-to-Trails Coalition



We want to hear from you!

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98371-0021
Telephone number:
253-841-2570
E-mail address:
bugtrail@aol.com

Monthly meeting change announced

Beginning April 24, our regular monthly evening meetings will be held at the new Puyallup Public Library. Note, however, that our March meeting will be at the usual time and place on the WSU Puyallup Campus at the Allmendinger Center.

As the father of the David F. Allmendinger Center which he conceived and developed as Superintendent of the WSU Puyallup Campus, President Ernie Bay will especially miss this location which has served us well for the past 16 years. However, it was he who recommended we move our meetings to the library for reasons of both convenience and cost.

The new public library is a beautiful facility with modern meeting rooms equally well suited to our needs as the DF Allmendinger Center. Moreover, the library is centrally located, and as the most conspicuous building in downtown Puyallup it is easy to find. It faces onto the west side of the city's Pioneer Park just off Pioneer Avenue. Finally, and best of all, there is no cost and the move will save our Coalition nearly \$600 per year.

Meetings will continue to be on the fourth Thursday of each month and will start at 7 p.m. in the south entrance meeting room and conclude at 9. Please join us in our new surroundings.



Monthly Meetings

March 27, 7 p.m.

Last time at the

WSU Allmendinger Center

April 24—Annual Meeting

May 22

Monthly meetings are held on

4th Thursdays from 7 to 9

p.m. at the Puyallup Public Library, south entrance.

April 13

Daffodil Classic Bike Ride

June 7

National Trails Day

Work Parties

Check the website below or email Don Partington at don.partington@metrokc.gov for details.

Weekly Meetings

At Charlie's Restaurant

Every Wednesday at noon at

Charlie's Restaurant in

Puyallup.

All are welcome.

For more information

Call 253-841-2570

Or email bugtrail@aol.com

Carbon River Trail located to Mt. Rainier

A joint effort between the Foothills Rails-to-Trails Coalition and the Back Country Horsemen of Washington recently completed the locate and tag work for an extension of the Foothills Trail up the Carbon River Valley beyond Carbonado. The route basically follows the former rail

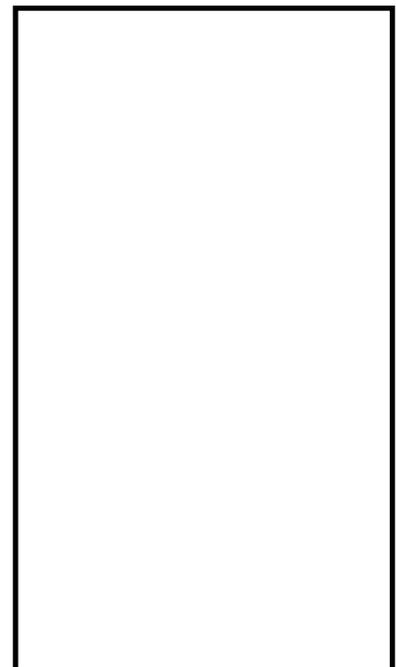
bed of the Northern Pacific Railway that serviced coal mines in Fairfax and the Manley-Moore sawmill.

Rail service on the line began in the 1890s. Scheduled passenger service was maintained until the current Fairfax Forest Reserve road with its high bridge over the river's gorge was opened in 1921. Records show that the tracks were removed in the early 1940s.

Since then, the rail bed has remained largely intact. However, years of undergrowth, wind falls and harvest activities had obscured some of the route. Some hikers' guides had spoken of the route and how it had nearly vanished. Now, wearing heavy boots, an individual can slog through the five-plus mile hike at a careful pace.

During the winter of 2002-2003, combined crews from both organizations bushwhacked their way through. Thousands of additional work hours would be necessary to develop and maintain it as a regular-use trail. First, it is not in public ownership; 98 percent of the route crosses the property of the Plum

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Carbon River Trail (continued)

Creek Timber Company. The locate and tag work was performed under a limited permit obtained from the company.

Any future access and use of the route is subject to further agreement with the owners. In the meantime, we are happy to report that the route along the river's north edge is workable. It is possible that the future owner will be Pierce County which is considering protecting the former Fairfax town site from development.

Today it is hard to realize that just 100 years ago, upwards of 1,000 people worked and lived beyond Carbonado with its current population of 750. Someday many thousands of people may enjoy a beautiful trail through this area to the nearby Carbon River entrance to Mt. Rainier National Park, the closest access to the Seattle-Tacoma metropolitan region.

Study links longevity to access to trails

A Japanese study of 2,211 senior citizens linked longevity to access to walkable greenspaces such as parks and tree-lined streets. Living in areas with walkable greenspaces positively influenced the longevity of urban senior citizens independent of their age, sex, marital status, baseline functional status and socioeconomic status.

Greenery filled public areas that are nearby and easy to walk in should be further emphasized in urban planning for the development and re-development of densely populated areas in a megacity.

T. Takano, et al, Urban Residential Environments and Senior Citizen's Longevity in Megacity Areas, *Journal of*

Epidemiology and Community Health, 2002; 56:913-918

<http://jech.bmjournals.com/cgi/content/abstract/56/12/913>

Submitted by Jeb Boyt, Austin Metro Trails & Greenways, <http://www.austinmetrotrails.org>

"Everything is always impossible before it works." --*Hunt Green*

"We are all Americans together--and we must not forget that the common good is our common interest and our individual responsibility." --*Jimmy Carter*

"Nothing compares to the simple pleasure of a bike ride."--*John F. Kennedy*

Notice of Annual Meeting

The Foothills Rails-to-Trails Coalition announces its Annual Meeting for April 24, 2003, at the Puyallup Public Library for the purpose of electing its Board of Directors and conducting other business as may be presented to Board.

Nominated for the Board of Directors

(members will vote for four of the individuals listed below)

Dr. Ernie Bay, 3 years

Mr. Tom Enlow, 3 years

Mr. Bill Harmon, 3 years

Mr. Earl Mickelson, 3 years

Ms Joan Miller, 3 years

In accordance with the bylaws, a member of the Coalition may also be considered an eligible candidate for Director by submitting a petition of nomination to the Board of Directors not less than 21 days before the annual meeting. Such petition must include the valid signature of ten Coalition members or ten percent (10%) of the Coalition membership, whichever is less.

All members present at the Annual Meeting are entitled to one vote for the Board of Directors. The elected Board of Directors will elect officers at the first Board Meeting following the Annual Meeting. The Nominating Committee (Mr. Buzz Grant, Ms Marie Bailey Reed and Mr. John Downs) suggests we delete the slate of officer nominees for the purpose of the notice insofar as these are to be elected by the board at its ensuing meeting.

Foothills Trail Coalition Board

President	Ernie Bay	253-848-7718	bugtrail@aol.com
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	Russell Matthews	253-939-1611	russ-matthews@attbi.com
	Ken Woolery	253-863-4774	no e-mail

For the record (the \$aga of Mary Harris)

No sooner did the Foothills Trail concept become public than a well organized opposition group was formed. Citizens Against The Trail (CAT), under the leadership of an absentee land owner by the name of Mary Harris, quickly cultivated the fears and apprehensions of nearby land owners. Also, by threat of multiple lawsuits, CAT successfully intimidated the Burlington Northern Railroad Company into not defending its questionable parcels.

Until a 1993 decision to the contrary, the former rail corridor was thought to have been legally abandoned. CAT went to court and was awarded the right to claim adjacent RR properties by quiet title. Years of public hearings, initiatives, political argument, referenda and costly litigation ensued (see box). CAT also acquired control over the governments of South Prairie and Wilkeson. Orting initially supported CAT, but trail support later flourished under a new mayor, Sam Colorossi. Meanwhile, Buckley continued to take pride in its trail leadership under a succession of mayors.

In 1991 Ms. Harris almost succeeded in defeating the Foothills Trail. Although two professionally commissioned telephone surveys had indicated respectively 89 and 88 percent of persons polled supported the

trail, Harris and CAT were able to reduce this figure to 53 percent in a general election. Their losing strategy was to convince voters that private property rights were being trampled, when in fact most adjacent land owners had no legitimate holdings, and quiet title claimants were well paid after negotiated settlements.

Meanwhile Ms. Harris curried sympathy with people who believed that her immediate property, if not her home, was affected. People were always surprised to learn that she did not reside in the valley. Her home is in Parkland. Her interest was purely financial. It is Harris's practice to seek out and acquire bits of seemingly useless property that have obscure potential. In the case of the Foothills Trail, she knew that the small wetland parcels that she purchased abutted 20 acres of railroad corridor about to be abandoned

The underlying rights to the land legitimately belonged to the elderly seller. Ms. Harris volunteered to draft the deed language, and in so doing inserted the statement "Excepting the railroad right of way." Rather than pay the seller for her property, Ms. Harris intended to acquire it as an abutment upon abandonment by quiet title for a simple legal fee. After two Superior Court sessions a judge ruled



Lingering "Keep out" sign near edge of SR162 northeast of Ski Park Farms demarks Mary Harris's former land claim, and stands as a legacy to her epic trail battle.

in her favor. The Coalition helped defend a successful appeal by a rightful trail friendly adjacent landowner. Ms. Harris counter appealed clear to the United States Supreme Court and lost all the way, but at a cost of tens of thousands of dollars for all parties. Her undoing was her devious statement "Excepting the railroad right of way."

Ms. Harris continued tenaciously by many means over the years to prevent the Foothills Trail from occurring, long after her CAT organization had dissolved. There were two last battles that finally concluded with the county purchasing her land in 2002. The first battle was her effort to quit claim a small parcel of right of way to which the Foothills Trail Coalition held a quit

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Mary Harris (continued)

claim deed from the original owner. By hiring four separate appraisers, her second battle was to exact as high a price as possible from Pierce County for her combined parcels, comprising less than four acres.

After first subpoenaing heirs of the original owner, and later

several officers of the Trail Coalition for many hours of deposition, Ms. Harris finally conceded, on February 22, 2001, an offer of \$20,000 to the Coalition for its quit claim deed. The Coalition countered with \$30,000 and settled for \$25,000.

On September 20, 2001, Har-

ris settled out of court with Pierce County for a price of \$155,000 for all her trail parcels despite protest from Pierce County Parks that only the 40-foot trail easement designated by Ordinance 90-6 was sought and needed.

Before the county could pay Harris, her recoverable attorney's fees had to be determined by the court. After hearing postponements requested by Harris's attorney, the final settlement occurred on October 25, 2002. The total award, including property value, interest accrued during the court postponements and attorney fees was \$235,000! Harris was very unhappy. She had sought \$80,000 in interest dating back to the Coalition settlement of July 26, 2001. The court awarded her less than \$30,000 which had accrued since the county's out of court settlement. Harris's original purchase price, circa 1985, was \$7,000. Her known net after legal and professional fees was \$142,000.

While it might at first seem that Ms. Harris "cut a fat hog," as the saying goes, in fact she did not. As costly as her years of anti-trail activities were to the citizens of Pierce County, it is reasonable to believe that her personal costs were roughly equal.

And that, my friends, would be in the hundreds of thousands of dollars!

Record of trail challenges by CAT and Mary Harris

Four quiet title lawsuits.

Suit to give South Prairie Railroad land to landowners. **Won.**

Lawsuit in Superior Court against Park and Recreation Comprehensive Plan. **Failed.**

Motion in Superior Court to send trail ordinance back to the Pierce County Planning Commission. **Denied.**

Challenge to the Public Disclosure Commission to censor trail brochure. **Failed.**

Lawsuit against the Trail brochure. **Failed.**

Referendum (91-3) against Ordinance #90-6. **Failed in public vote.**

Initiative to overturn trail ordinance by proposing Tacoma water pipeline ROW as decoy. **Failed for lack of signatures.**

Appeal to Washington Court of Appeals on Ski Park Farms decision. **Failed.**

Appeal to Washington Supreme Court on Ski Park Farms decision. **Failed.**

Appeal to U.S. Supreme Court on Ski Park Farms decision. **Rejected.**

Lawsuit against Trail E.I.S. in Superior Court. **Failed.**

Appeal of Trail E.I.S. to Pierce County Hearings Examiner. **Denied.**

Appeal to Washington Court of Appeals on E.I.S. decision. **Failed.**





Sumner

A Sumner resident contacted Don Partington, our work party leader, and asked if we could help start some "clear the way" action on their system. For Don "where" was more of a problem than if or when. We hope to have located and inventoried their trail clearing needs for at least one section before you read this article. Stay tuned or call us for more details.

Milton

A final public comment meeting took place on February 13. The group of about 50 people was more intent on asking "When will it happen?" than making comments or raising concerns about negative impacts. ENTRANCO, the developer, is about ready to assemble their biological assessment and estimate that the process will take a year or more to gain approval. They have not yet started the permitting process and are estimating that the earliest possible construction date will be late in 2004. However, the chain link gate on Kent Street will soon be replaced with bollards to facilitate public access.

In mid-February the city applied for High Priority Project

funding available to existing trail projects. The request was made through the office of U.S. House Representative Adam Smith.

The additional funds would assure that the Interurban Trail goes underneath SR161 (Enchanted Parkway) in a tunnel instead of crossing at grade. The state plans to widen the highway in 2004. These funds tie in with road money to provide grade separation between trail users and traffic, an important safety consideration.

Enumclaw

Debate about starting a trail is "never over until it's over." There are critics on the city council who aren't completely sold yet. There is still grumbling like, "This will be a trail to nowhere" or "Why build a trail?" State matching funds will be available this September at which time the council will have to approve making their match and moving ahead or turning down the funds.

If you live in Enumclaw, or know someone that does, please support Mayor Wise's plan to build a trail that heads toward Buckley. Then, perhaps someday the two counties can jointly apply for High Priority Project funds (see Milton) to cross the White River and eliminate the SR410 death trap for bicycles and pedestrians. Trail to nowhere?! Buckley to Enumclaw is a link in the transcontinental trail!

Gig Harbor

Tom Enlow has been working with the city administrator to get a support group going for the Cushman Trail and its extension to the second Narrows Bridge. The owners of Old Town Cycles in Gig Harbor and Old Town Tacoma have helped advance the idea linking both locations by trails. Say thanks when you have the opportunity to drop by either of their shops.

Olympia

A recent visit turned up three key supporters of trails: 25th District Senator Jim Kastama, 25th District Representative Dawn Morrell and 26th District Representative Pat Lantz all said they were looking forward to trail extensions that would connect our communities. The 25th District includes Puyallup and the 26th includes Gig Harbor. The Coalition representative told them that connecting communities with trails was our goal.

Memberships, renewals, donations received

\$18-25

Wayne Allen, John & Myrna Anderson, David Bach, James Backus, William & Rhoda Barton Jr., Julie Benkovitch, John & Darlene Bergstrom, LeRoy Corbin, Walter & Joann Merrill Crashaw, Michael Dobb, Mi-

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Memberships (continued)

chael Doyle, Andrew & Jane Evancho Jr., Francis Feng, Chuck & Thelma Gilmur, Jeff & Margie Goulden, Arthur & Claudia Graham, Zena Herrera, Alan Hokenstad, Ronald Huhn, Clinton & Janice Johnson, Carol & Len Kalapus.

Kenneth & Donna Kinnear, Jeanette & Ronald McFarland, The Mountaineers, Gerald Zeigler & Xuhua Mu, Peter Murray, Harley & Jeanette Otis, Larry & Wilma Petterson, Gailard & Jean Rembert, Judy & Paul Rice, Margaret Roice, Craig Romney, Stuart Lee & Nancy Scheuerman, Betty Bruce & Keith Schwyhart, J.D. & D.M. Shaughnessy, Ted Sherard, Judy Daufney-Stenberg & Donald Stenberg, M.R. Stuen.

Gordon Thomas, James & Anita Tomola, William Weber, David Wetzler, Bill & Nancy Wheeler, Gerald Whitehouse, Rosalind & Robert Willis, Winfield & Cynthia Wilson, Warren Wire, Eleanore Youngs

\$26--99

Mariella Arnold, Bob & Carolyn Augustine, Rina Boyd, Ward & Irene Bradley, Roy & Sandra Bueler, William & Sigrid Bulley, DeForest Bullock, Marco & Katrina Chavarria, David & Linda Clark, Doris & Dennis Clayton, Dash of Class Drill Team, William & Ruth Daugherty, Gary Deeter

John Denzler, Colleen Dixon, Chris & Pat Ferguson, Walter & Dixie Goenner, Anne Heller, Albert & Betty Hoffman, Raymond Irion, Michael Jarvis, Bertil & Nancy Johnson, Burton Johnson, Nelson & Dorothy Joswick, Robert Kay, James & Mary Kenney, Scott McLaughlin, Kim Miller, James & Dawn Morel, Charles Myrick, Roger & Dorothy Neil, Marilyn & Lawrence Nelson, Percival, Connie Reitsug, Sue Ryder, Patrick & Joy

Schuler, David Schultz, Buel & Luana Sever, Gary & Donna Shouse, Mordell Rediske & Haven Silver, James Sterling, Cynthia Thompson, Robert Tibeau, Barbara Veal, Debbie Viafore, Robert Vogel, Wagon Wheel Cafe, Linda Walkima, Marc & Janice Walston, Sharon & Keith Weigel, Joe Wise, James E. Olp & Sue Weston, Lyle Wood

\$100--499

Wolfram & Edith Abicht, Vernon Angeline, Clay & Dixie Gatchel, Harold Gray, James & Patricia Harnish, James Henrikson, Patrick Hogan, Sandy Hust, Paul & Anne Jacobson, Merlin & Judy Klingman, Randolph Lindblad, James Meier, John & Joyce Miller, Patricia Bonilla-Osborne & Bernard Osborne, Catherine Scholtz (memory of Elmo Moorehead), Julie Ann & Stephen Scofield, Judy Pigott Swenson, Nathan Kirk & Donna Taylor, Joseph & Margol Tucci, United Way, James Vadheim, Nancy & William Wittenberg, Sam & Elizabeth York

\$500--1,499

New Belgium Brewing Co.

\$1,500--4,999

Tremaine Foundation

WWRP funding noted

To those members who took the time to let their state legislators know about their concerns regarding Washington Wildlife and Recreation Program funding: THANK YOU!

When the Coalition was in Olympia to personally contact legislators on this issue, many of them commented on constituent comments they had received. It is that kind of double dose that delivers the message. People like what the WWRP has accomplished in the past and what it can do to make our future more livable.

If the state's budget isn't complete by the time you read this, give your legislator an e-mail or call. Ask them for more support than the Governor has budgeted. It is local money, spent locally for habitat, parks and TRAILS.

Interest rates and prices are down. The WWRP leverages local money with state money in one of the most fair competitive bidding processes in the nation.



Louise Wise Memorial Bench at Orting City park.

Daffodil Classic short loops feature the Foothills Trail

The Coalition will be expanding its involvement with this year's annual Daffodil Classic on April 13 sponsored by the Tacoma Wheelmen Bicycle Club. The ride has two 50-mile loops, a 20-mile loop and a five-mile fun ride. All circuits begin and end in Orting.

One of the 50s goes out through South Prairie, up near Wilkeson, through Buckley and Bonney Lake before dropping down to Sumner. The other 50 heads south from Orting to Kapowsin, beside Kapowsin and Ohop lakes, and back through Graham and Thrift before catching the Orting-Kapowsin Highway back down into Orting.

Over the past several years the Coalition has operated the Buckley rest stop by mixing Gatorade, passing out cookies and slicing fruit for riders. This year the FTC will help encourage less-seasoned riders to try the 20-mile ride, which has been

moved onto the Foothills Trail. The five- and 20-mile riders will head north from Orting to McMillin and loop back. The 20-mile riders will continue on the trail south of Orting, then shift to the side road to get to South Prairie where they will turn around.

The FTC will be operating a rest stop in South Prairie for riders on the 20-mile loop. This year is a test run to see how folks like the trail route. The TWBC and Coalition feel that the nearly level trail and mostly car-free route will appeal to inexperienced riders. And once they use the trail during a supported ride they may become more regular riders.

Promoting the trail, getting outdoors and riding bikes are mutual goals of the Foothills Rails to Trails Coalition and the Tacoma Wheelmen. Please contact us if you are interested in riding or helping staff the rest stops.

Klickitat Trail victory!

Good news, trail advocates!

For years, the "no trail in my back 40" folks in Klickitat County have been trying to chase trails and their users away, saying: "You can't assure me that people won't roam off the trail and onto my land." Klickitat County government has never been fond of the non-motorized trail concept. In fact, residents made sure the trail "expired" two miles short of Goldendale, the county seat.

We Washingtonians are lucky to have such beautiful scenery to enjoy. Pictures of this 31-mile trail though the bush plains of eastern Washington may be found at the Friends of the Columbia Gorge web site: www.gorgefriends.org. It is open land where most of the people that live near it want it, and some of the people with just acreage touching it, don't.

The trail runs from Lyle north up the Klickitat River through Pitt, Klickitat and Suburbia to Wakiacus, then south and east along Swale Creek to Warick.

The Rail Trail Conservancy, through Seattle attorney Charles Montagne, acquired and railbanked this branch line from the Burlington Northern in 1994. The National Forest Service expressed an interest in developing and maintaining the trail while the State of Washington accepted ownership of the banked title, because the federal government cannot.

Federal and state governments haven't had excess funds for recreational spending for years, so formal development of the trail hasn't happened. The county and state got complaints like, "There's people on my property. Keep `em off or I will!" The county sheriff decided to favor the owners and served a citation on a bicyclist accused of trespassing. After receiving advice from the state's Attorney General's office months later, the charge was dropped.

Last November, state parks officials were confronted with the demand that either the state become responsible or relinquish title. The staff made a decision to close certain sections of the trail until the park commission could decide what it wanted to do. What can be "closed" about an old railroad bed that has been out in the open for 100 years and has been public transportation property all the while?

On January 30, the commission opened the closed sections and will allow the Forest Service and/or a private non-profit group to put together a development plan by September. In the meantime, the Washington State Parks and Recreation Commission will retain ownership of the Klickitat Trail. They have committed to work with the US Forest Service to complete the planning process for the trail.

USFS is interested in managing portions of the trail that lie within their "wild and scenic" area of the Klickitat River, but must complete the trail development plan before they can assume responsibility.

Lifting the temporary closure of a contentious section of the trail was a significant victory for the local trail advocates, who had been leading organized walks and bike rides on the trail prior to the closure.

Furthermore, the board di-

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Klickitat (continued)

rected parks staff to work with the newly formed Klickitat Trail Conservancy on the interim management of the trail. KTC, formed by local trail advocates, will provide volunteer trail maintenance and work on developing good neighbor relations with adjacent property owners.

Thank you, everyone, who contacted the parks commission and urged them to retain ownership of the Klickitat Trail! For more information, contact Louise at the Bicycle Alliance of Washington at PO Box 2904, Seattle, WA 98111, or call 206-224-9252.

Foothills Trail Development plans shown

In January the Coalition formally requested an update on the development progress of the Foothills Trail. On February 12 the County Executives Chief of Staff, Lyle Quasim, attended our luncheon meeting along with Karen Goon, the Interim Public Works Director, and Jan Wolcott, Director of Parks and Recreation. Here are the highlights of their review.

First, and most importantly, a stepped-up effort will begin on planning and design work during 2003. The steep learning curve of designing a trail in the spawning zone of an endangered salmon species

should be behind us. That has been the chief delay for the last four years.

The remaining trail development will be handled in four sections. You can locate and mark them on the map distributed by the Coalition late last year. The sections are listed in the projected order of completion.

1. Orting to South Prairie, 3.2 miles, construction in 2003.
2. Meeker (Puyallup) to McMillin, 4.4 miles, design in 2003, construction in 2004.
3. South Prairie to Buckley, 4.4 miles, design in 03 and 04, construction in 2005.
4. South Prairie to Carbonado, 7.8 miles, design from 04 to 06, construction in 2006.

We sometimes use place names which may only make sense to insiders. If you would like to know where the heck they are, please let us know. Also if you did not get a copy of the colored map of regional trails with driving directions on the back, please let us know that also. We do have a limited number of extra copies.

Wilkeson Bridge project planned

We have set a goal this year of redecking and building handrails on the bridge in Wilkeson. Although we have \$12,000 in our bridge building fund, a preliminary materials estimate is \$19,000. Grant writer Tom Enlow is busy making applica-

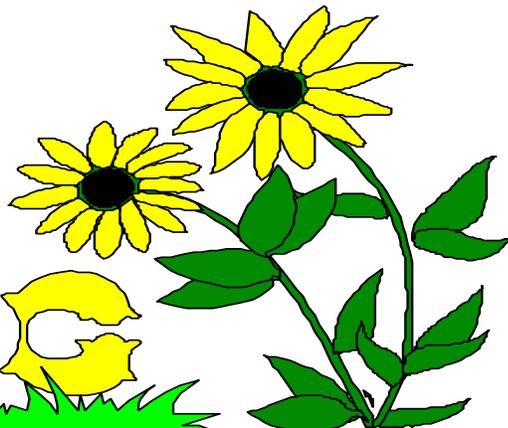
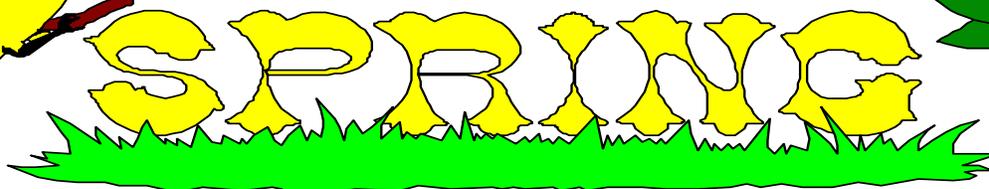
tions for money to fill the gap or soliciting donations of materials to lower the cost.

The Coalition will also have to obtain permits from fish and wildlife agencies and perhaps perform the work between July 15 and August 31. That is the "fish window" when no species are running in rivers and creeks. The redeck will follow the design of the bridges along the lower reaches of the trail--wood subdeck with asphalt overlay and wooden hand rails. Trail walkers, mostly school children, use the railroad bed up to either end of the barricaded RR bridge. Currently pedestrians have to cross the creek over a narrow highway bridge. Redecking will allow safe crossing sooner than full trail development which isn't scheduled for at least three more years.

Gateway Community design sessions held

The National Park Service is offering design and planning assistance to the cities and towns along the Foothills Trail. Community input sessions will be held during the first week of March.

Orting, Buckley, Wilkeson and Carbonado will have the opportunity for a team of artists, planners and others to help them sketch the future that they want to see. More details will be published in the next newsletter.



Evergreen plantings begun

One important method of habitat preservation for fisheries is to plant firs, cedars and pines beside rivers, creeks and wetlands. Evergreens retain soil and provide shade for spawning and rearing areas all year round for many years. Eventually they die, fall, decay and add back nutrients that continue the cycle.

Large branches and trunks that fall into water provide resting areas for the migration of marine life.

Reintroducing evergreens along the Foothills Trail will be an important by-product of developing the trail. The number of trees to be planted look fantastically high on paper, especially for those beside South Prairie Creek. Two half-acre patches in the Lower Burnett area will receive 300-350 evergreens each.

You will recall the Coalition planted trees around the Cascade Junction Bridge last May. One of those half-acre patches is on the southwest approach to the bridge. On February 13, four of our members went out and planted 120 fir seedlings that were given to former Weyerhaeuser employee Warren Wire.

Those 120 little trees were lovingly planted in amazingly little time among vines, brush and years of accumulations of leaves from the predominate cottonwood trees. So the planting has begun. It will be interesting and rewarding to follow the growth of these little trees.



*Mitigation planting for Lower Burnett Bridge.
Trees were donated by the Weyerhaeuser Company.*

Thoughts on planet Earth

“In wilderness is the preservation of the world.” —*Henry David Thoreau*

“I’d be astounded if this planet is still going by 50 years from now. I don’t think we will reach 2000. It would be miraculous.” —*Alistair Cooke*

“Today the pressure is on, but we have a choice. Mankind can either lie down and give up, or we can use all of our productive skills and knowledge to work for a better future.” —*Earl Butz*

New Members Always Welcome

If you appreciate the work that we are doing and wish to see more trails, please consider joining us. Foothills Trail memberships start at \$18 single and \$25 family. Credit cards accepted.



- \$18 Single \$25 Couple \$50 Trail Builder
- \$100 Hero Even more! Honorary Member

Trees for the Trail / Orting Trail Kiosk Engraved Bricks

_____ Number of tree(s)

_____ Number of brick(s)

@ \$50 per tree or brick = \$ _____

Name(s) to appear on Tree Tag or Brick _____

Charge my VISA or Mastercard

No: _____ Exp: _____

Name: _____

Address: _____

Phone: _____ Signature: _____

Mark your categories, mail form and check to:

Foothills Rails-to-Trails Coalition

P.O. Box 192, Puyallup, WA 98371-0021

Logic follows an old path. . .

A new spur branches off the Foothills Trail south of Orting. The dirt path heads straight off the main trail out where it curves to the left just before Bernie's place. Actually there is not much new about it except for the recent clearing of berry vines and trash.

Today the spur only reaches the corner of Orville Road and SR162, but in 1889 it went 11 miles on the way to Lake Kappowsin. It was constructed by a Northern Pacific Rail Road subsidiary known as the Tacoma, Orting and Southeastern Railroad. The line was forgotten between the time the track was removed and the Foothills Trail was developed.

It was not forgotten by fishermen in the fall and kids from town going out to the Lion's Club ball fields, however. This winter, somebody has taken the time to clear and level the ground leading off the paved trail onto the old abandoned spur line. Crossing SR162 to get to the Lion's Club Park isn't the safest, but it is a lot safer than walking or riding a bike all the way out there on the highway.

Logic follows an old path.

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