Everyone is looking forward to big changes in the eighth annual R2R in 2010. The Rainier to Ruston now has a new Race Director, Rob Hester, and Assistant RD, Eric Barnes.

Rob has a long list of credentials in the running community, including Volunteer Coordinator for the Tacoma City Marathon, President of the Fleet Feet Running Club, and Running Mentor for the Y-Run Club. He has completed 36 marathons and 51 ultra-marathons since 2002, including two 100 milers and ten 50 milers, including two Rainier to Ruston 50M finishes with a personal best of 7:58:25.

Eric complements Rob’s experience and skills. He is currently on the Advisory Council of the Mel Korum Family YMCA, and founding and current President of the Y-Run Club. He was elected Volunteer of the Year: Mel Korum Family YMCA in 2003 and was on the advisory board and Course Director of the Puyallup City Blast 5K last summer. Eric has finished 42 marathons and 37 ultras since 2002, including the Cascade Crest 100 Mile Endurance Run in 2007, two 100K ultras, and five 50 mile ultras, his first being the Rainier to Ruston 2005. Eric is training to run the famous Western States Endurance Run in 2010.

Continued on Page 10

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Would you like to read the TLN in full color?

by John Selby, Editor

If you would prefer to receive your copy of the Trail Line News by email, just let me know. I will take you off our snail mail list and put you on an email delivery list for your TLN in PDF (You will need Acrobat Reader). Besides reading it in full color (on your screen or off your printer), you will receive it about two weeks earlier. The news will be more current, you can search for words or phrases, you can click on links to websites or email addresses, you can forward copies to friends, and you will save your Coalition about $1 in printing and mailing costs for every copy. If half our membership did it, we would save about $2500 per year, money that we could spend on trails instead. Sound good? Email me at JohnandDottieSelby@att.net.

Editor Seeks Replacement

The Trail Line News is seeking a new editor. If you are interested, please contact John Selby at 253-841-1767 or JohnandDottieSelby@att.net.

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Mission:
The mission of the Foothills Rails-to-Trails Coalition is to assist Pierce County communities in the creation, maintenance and usage of a connected system of non-motorized trails for healthier people from Mt. Rainier to Puget Sound.

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In Memory of Mary Ellen Matthews
May 2, 1937 - December 13, 2009

BY DIXIE GATCHEL, COALITION MEMBER

I will always remember Mary Ellen’s beautiful smile. It is difficult for me to realize that this lovely, talented, vivacious lady who had so much to live for lost her courageous battle for life. When I saw the photo taken shortly before she passed that Russ sent, I thought a miracle had occurred. Mary Ellen was still smiling, still looking so happy and appeared so at peace. I knew she was going to get her heart’s desire to live long enough to see her beloved grandchildren grow up.

Mary Ellen and I grew close in the latter part of 2008 when Russ volunteered her skills as copy editor for the Coalition’s Active Transportation “Dream Team” of which he was also a member. Our goal was to prepare a case statement to qualify for a $50 million grant in the nation-wide Rails-to-Trails Conservancy grassroots campaign 2010 for Active Transportation. The Coalition’s entry included 28 projects designed to connect the rail-trail towns along the old Northern Pacific Railway to Sound Commuter and Pierce Transit. Mary Ellen was a superb editor and whipped that intricate case statement into a document we could point to with pride. Success of our combined efforts to establish the Pierce County Regional Active Transportation Network will stand as a living legacy for Mary Ellen Matthew’s stellar work with the “Dream Team.” Had she survived, I know Mary Ellen and I would have become even closer, because she was going to edit the book I hope to finish someday.

In the end, when all hope was gone, Mary Ellen, this beautiful, valiant lady chose death with dignity which inspires me to do the same when my time comes. My heartfelt condolences to Russ who, as one of my Foothills Angels, helped me survive the dark days after my dearest Clay succumbed to injuries suffered in a bicycle accident. Love and happy trails, dear Mary Ellen.
Thank You, Doug Maris!

by Buzz Grant, Past President

The Foothills Trail Coalition received an early Christmas present on December 24, 2009 at 11:22 a.m. when the deed was recorded to a 1200 square foot lot in the Town of Carbonado. It was donated to the Coalition by Doug Maris to whom we extend a hearty THANK YOU! We also thank attorney Tom Faubion for drawing up the deed.

The undeveloped lot is triangular, bordered by Third Street, Fourth Street, Eighth Avenue and a white house on the north whose address is 413 4th Street, Carbonado, WA. 98323. Look at our new Christmas present on Google Earth. The large maple tree is in the middle of our lot.

We now need to start thinking about what to do with the lot. Time definitely is not a matter of essence; we are in no hurry, and it could do what land does, just be there. One of the first things we need to do is cut the grass. When the lot is owned by an individual there is not a problem with the tall grass, but I believe we will be held to a higher standard and with town hall about a block away we need to be good citizens.

Memberships and Donations

Bike lanes are for bikes. Period.

BY DAVE SEAGO, COALITION MEMBER

That’s how cyclists and trail supporters -- at least most of those at the Foothills Rails-to-Trails Coalition’s annual banquet last month -- seemed to feel about legislative proposals to allow people to drive electric golf carts not only in streets but also in bike lanes and on sidewalks throughout the state.

The cycling community’s best friends on this issue may be the State Patrol and police agencies, who have told lawmakers they don’t like the idea of lightweight golf carts mixing in traffic with bigger vehicles or on sidewalks with pedestrians. And although the City of Orting now allows golf carts on most of its city streets, they remain forbidden on the Foothills Trail.

The subject of golf carts in bike lanes created an indignant buzz at the banquet when a member called attention to a Jan. 26 article in The News Tribune (www.thenewstribune.com/news/local/orting). Reporter Melissa Santos noted that Rep. Tami Green (D-Lakewood) is pushing a bill that would allow licensed drivers to use golf carts in bike lanes and on sidewalks.

A bill by state Sen. Mary Margaret Haugen would allow local jurisdictions to permit golf carts on low-speed streets.

Amid general harumphing, Coalition President John Downs suggested members call the legislative hotline to register comments on the bills, HB 2588 and SB 6346. (At publication time, it appeared that Green’s bill, despite support from the environmental community, was going nowhere.)

We non-motorized pedalers, however, had better keep an eye out for another threat coming down the road: the rising popularity of electric bikes. While “e-bikes” are a clean and less costly alternative to conventional motor vehicles, they may lead to run-ins with cyclists as the battery-powered vehicles proliferate on American streets.

To the extent that electric bicycles allow people to switch from using cars, that’s a good thing. Reduced air pollution is better for humans and for the climate. The New York Times reported recently that electric bikes are especially booming in China, where more than 120 million machines are purring along the roads. E-bikes are also catching on in India, Europe and the U.S. Now even Best Buy sells stylish electric bikes ranging in price from $500 to $1,900. Top speeds vary from 15 to 20 mph with a range up to 30 miles on a single charge. Trek, a leading U.S. bike manufacturer, now makes an e-bike designed by bike guru Gary Fisher.

So what’s the problem, from the non-motorized cyclist’s point of view? For one thing, the rise in e-bike use in China has been accompanied by a rise in road fatalities. Seeking safer paths, e-bike riders are gravitating toward bike lanes, where they mix with slower conventional bikes and pedestrians, creating more potential for accidents.

Part of the problem in China -- and one that could well emerge in the affluent U.S. -- is the growing popularity of larger, muscled-up e-bikes capable of going 30 mph. While users of conventional e-bikes both pedal and use the motor when the going gets harder, big-bike users don’t pedal at all; the foot rests are stationary. In other words, such bikes are more or less fast electric scooters.

Allowing this type of machine on bike lanes is obviously a bad idea. But Chinese officials were forced to back down when they initially banned them from bike lanes. According to the Times, Toronto and several other Canadian cities have considered banning e-bikes from bike lanes for safety reasons.

For the time being, the issue of electric bikes and regular bikes sharing space on Washington roads

CONTINUED ON PAGE 7
Networking for Trails:
Interurban Trail
by John S. Selby, Coalition Member

Construction equipment has appeared on the old RR right-of-way between Enchanted Parkway and Military Road north of Edgewood. Letticia Neal, Milton Public Works Director, says it is the beginning of construction of a sewer line to Edgewood’s planned pumping station east of Military Road. Clever planning and cooperation between the two cities has resulted in funding the access road above the pipeline from the sewer project money. That road will become the non-motorized trail linking the existing Milton and planned Edgewood Interurban Trails.

An 11-person work party on January 30 unearthed hundreds of discarded tires along the RR right-of-way in Edgewood west of the trailhead at 114th Ave. E. On February 26, another party of 12 people collected 746 tires in 8 trucks and trailers and took them to a recycler. Another trailer went to the Algona dump with 980 pounds of trash. It was a tire-ing job.

Don Partington, trail crew leader, counting tires in one of many piles of recovered tires. Photo by John Selby.

Foothills Trail Coalition members and Edgewood residents take a break after digging out and carrying hundreds of abandoned tires onto the roadway. Photo by John Selby.

With the turning over of Lake Tapps to Cascade Water Alliance, the Flume Trail is closer to becoming a reality. Cascade Water Alliance (CWA), a consortium of cities and water districts in King County, has purchased Lake Tapps from Puget Sound Energy and will use the lake as a reservoir to provide their customers with affordable drinking water.

The water for Lake Tapps is diverted from the White River in Buckley and travels to Lake Tapps in a flume-like channel that was built in 1911. Along the flume is an unpaved service road that has been used as a trail by the locals for generations despite all the “keep out” signs. CWA plans to convert this service road into a non-motorized trail for official public use that will connect in Buckley to the Foothills Trail and travel the approximately 6 miles to Lake Tapps. This trail is flat and has very few road crossings and passes through the remaining farm land on the White River Plateau. It is hoped that someday, the Fennel Creek Trail through Bonney Lake will connect at the Lake Tapps end, and we could have a giant loop trail that goes from Orting to So. Prairie to Buckley to Lake Tapps and Bonney Lake and back to Orting. This is one of the few trails that will be built by a private corporation for public use, a generous offer which will provide a safe pedestrian corridor from Buckley to Bonney Lake. Thanks CWA!
What are Mileposts or MP?
By Buzz Grant, Past President

As you travel down the Foothills Trail you sometimes see large rocks with MP and a number carved in them. These are basalt mileposts weighing between 600 and 900 pounds. What do they represent? Mileposts are part of a system used by railroads to indicate distances along the tracks. What is now the Foothills Trail was once part of the main RR line between Tacoma and St. Paul. After 1919 that section became known as the Buckley Branch Line of the Northern Pacific Railway Company. The Foothills Trail runs from the former Buckley Branch Line mile 32.2 at the East Puyallup (Meeker) trailhead to mile 9.5 at Enumclaw. The southern branch of the Foothills Trail starts at Cascade Junction (MP 17 of the Buckley Branch and MP 0 of the Wilkeson, Carbonado and Fairfax Branch Line) and continues out to MP 14 near Fairfax and the northwest entrance to Mt. Rainier National Park.

Are all of the Mileposts set along the trail? Not yet. Some are still missing.

We do not set the mileposts until after the trail has been constructed and turned over to Pierce County by the contractors. Mileposts 12 and 14 in Buckley are set along with 18 in South Prairie, 20 through 26 and 28 through 32. What about MP 19 and 27? MP 19 is between the Dairy Crossing and South Prairie, but has not been set yet due to questions about placing it less than 10 feet from the trail. MP 27 near Hi Cedars was set, but has been removed by someone. If you have information about it, please call me at 253-845-4991. We would like to reset it.

The locations for the mileposts have been given to Pierce County so that they may be used in a future emergency response system being set up by the State of Washington. Do not use them for that now. The system is not up and running yet. But someday you may be able to call 911 and say you were about ¼ mile past MP 20 towards MP 21 on the Foothills Trail in Pierce County. The system would show on a map the best access points for emergency responders to enter the trail to give you assistance.

Left to right: George Sleet, Bob Cady, Russ Matthews, Bill Harmon, Mitch Nelson and Buzz Grant. Photo by Dixie Gatchel.

Bike Lanes Continued From Page 5

probably won’t hit a flashpoint until the new e-bikes are more widely used. And the rainy climate that discourages many from regular bicycle commuting would also limit the appeal of e-bikes. Except for downtown Seattle at rush hour, perhaps, bike lanes in these parts are hardly congested.

But change is coming. This is one area where the environmental imperative for cleaner transportation butts heads with the notion of cycling as both healthy exercise and healthy recreation.

The bottom line for me: Bikes without motors are as green as transportation gets. Let’s not do anything that makes traditional street cycling for commuting or pleasure any more difficult or unsafe.
Active Transportation Report

by Dixie Gatchel, Coalition AT Coordinator

If I hear “we don’t have any money” one more time I’m going to... grin and bear it, I guess. Despite the dreary lack of funding for Active Transportation, our grassroots political persuaders continue to work tirelessly for new funding sources while pressing our leaders to make wiser use of the money they do have. Here’s an update.

Status – Active Community Transportation Act (ACT): Rep. Earl Blumenauer’s intention to introduce ACT to Congress in mid-February may be delayed due to record snowfall in Washington D.C. After that happens, the Railstotrails Conservancy (RTC) will ask us to persuade our three Pierce County Congressmen (Adams, Dicks and Reichert) to co-sponsor the bill. ACT would establish a federal competitive grant program to fund active transportation infrastructure. For example, an ACT grant for Pierce County would mean about $50 million to build a safe and convenient transportation network for routine, non-motorized travel between neighborhoods, schools, work, shopping and recreation areas. The Foothills Coalition case statement for a Pierce County Active Transportation Regional Network, submitted in the RTC nationwide grassroots campaign for federal enhancement funding, would be a worthy contender for an ACT grant. Thanks to all of you who added your name to the RTC letter in support of ACT.

Status – Regional Funding for Parks, Trails and Open Space (HB 2473 and SB 5545): In January, ForeverGreen Council members and supporters from the Foothills Trail Coalition traveled to Olympia asking for legislative authority to obtain voter approval of an increase in the sales tax of one-tenth of 1%. If voters subsequently approved such a tax, the funds would raise an estimated $10 to $12 million annually to build and maintain regional parks and a countywide system of trails connecting Pierce County’s 23 communities. A similar voter-approved tax was passed in 2000 which funded Point Defiance Zoo, Northwest Trek, Pierce County Parks, and cities and towns. Please contact your state representatives in support of HB 2473 and SB 5545.

Status – Washington State Trails Coalition (WSTC) conference: The Foothills Trail Coalition and the ForeverGreen Council are co-hosting the WSTC biennial conference, which will be held October 22-23 at the La Quinta Hotel in Tacoma. Ernie Bay and his committee of community trail leaders are working on all the “bread and butter” issues necessary for a successful conference. Active Transportation was the overwhelming choice for inclusion in the panel presentations by those attending a planning meeting last October. Three Washington State communities - Puyallup, Seattle, and Spokane - were among 40 nationwide that presented case statements for RTC’s Active Transportation Campaign 2010. For a starter, as a member of the program committee, I will suggest that a representative from each of these campaigns participate in an Active Transportation panel, along with our partners and pertinent government bodies.

What say you? Please contact me with your ideas.

Status – Transportation Enhancements (TE): In December a new jobs bill was passed by the House. Senate debate was scheduled to begin in February. Transportation Enhancements, the nation’s largest funding source for non-motorized trails and Active Transportation, would receive approximately $800 million if the Senate enacts the House approach. RTC’s Kartik Sribarra says that, under this new bill, the states have 90 days to place 50 percent of their funds under contract. Under the prior jobs bill, states had 120 days to obligate 50 percent of their funds. Therefore, a review of our case statement is needed to ensure the we have TE-eligible, ready-to-go projects lined up for funding by completing any necessary preliminary work prior to when, and if, funding becomes available.

Happy Trails
Calendar of Events

Meetings:

Monthly Board Meetings:
Open to all members and are generally held on the 4th Thursday from 7-9 p.m. at the Puyallup Public Library, south entrance. Monthly meetings may be rescheduled, so check our website at www.piercecountytrails.org for changes.

Weekly Meetings:
Informal luncheons from 12-1 p.m. at Charlie’s Restaurant, 113 East Main, Puyallup. All are welcome to come and share what they have been doing to promote the mission of the Coalition. No business is conducted even if a quorum of members is present.

Courtesy Patrol Meetings:
Scheduled on 2nd Saturdays of each month at High Cedars Golf Course, 149th St. Ct. E., Orting. No-host breakfast starts at 8 a.m. and the casual meeting at 9 a.m. with a free-for-all discussion about the past, present and future of the Courtesy Patrol. Guest speakers and training sessions are often included. Contact Jerry Larson at 253-845-7219 or Capt2Wheeler@comcast.net.

Friends of the Riverwalk:
We are an informal group of volunteers devoted to the enjoyment and betterment of the Puyallup Riverwalk. Please join us for breakfast on most Monday mornings* at 9:00 a.m. at Mrs. Turner’s Restaurant, 701 E. Main, Puyallup.
*call prior to confirm in case of cancellation.
Ernie Bay 253-848-7718  bugtrail@aol.com
Bob Kastama 253-435-1637  kastamaq@gmail.com
Puyallup City Parks 253-841-5447

Washington State Trails Coalition Biennial Meeting: October 22-24, 2010
Details at http://www.washingtonstatetrailcoalition.org/index.html Hosted by the Foothills Trail Coalition and ForeverGreen. If you would like to help in planning, contact Ernie Bay at 253-273-5449.

Events:

Work Parties: April 17, May 1, 15, 29
Generally held on Saturdays as announced by email. Call Don Partington at 253-863-5307 to get on his distribution list or email him at cedarfamily@comcast.net. For work party details please visit our website at http://www.piercecountytrails.org/events.php.

Foothills Dash 5K and 10K Fun Run: March 20
Check in at 8 a.m.; race starts at 9 a.m.
Ptarmigan Ridge Elementary School, 805 Old Pioneer Way NW, Orting.
http://www.piercecountywa.org/pc/abtus/ourorg/parks/footdash.htm

Rainier to Ruston Rail-Trail Relay and Ultra, June 5
Volunteer or register at http://www.rainiertoruston.com/.

Engle’s Backyard Potluck, June 24, 6-9 p.m.
Displays by Pierce County outdoor and environmental allies: Audubon, Mountaineers, Foothills Trail Coalition, Native Plant Society, Cascade Land Conservancy, Sierra Club, Citizens for A Healthy Bay, Carbon River Corridor, Chambers-Clover Watershed Council, Puget Creek Restoration Society, Student Conservation Association and more.
At the Engle Garden, 4011 Alameda Avenue, University Place south of Fircrest.
We furnish: Coffee & punch. Beer and wine is BYO.
You bring: A hot or cold entree, plus a salad or dessert, plus your own table service and a ‘situpon.’ No RSVP necessary. Rain does not cancel.
Helen Engle, 253-564-3112, hengle@iinet.com (e-mail preferred).
Letters to the Editor

Neat trail!

My daughter, granddaughter and I took the Foothills Trail from Meeker (east Puyallup) to Orting yesterday. What a cool deal! You Pierce County folks really figured out how to do it right! Next we want to do the Orting to South Prairie portion.

I understand that there is also a trail from Fife to Milton. My daughter knows where the trailhead is. Natasha, my granddaughter, is not so sure about the long uphill run on that route, however.

Again, my compliments on the trails in Pierce County.

Pete Beaupain

Big Changes for R2R Continued on from Page 1

Both Rob and Eric are eager to work together to grow the Rainier to Ruston and continue its success as “One of Washington State’s “Ten Great Races To Get You Motivated.” - The News Tribune

I would also like to thank our past Race Director, Markus Dennis, for helping us get to where we are today. At our September 2009 meeting, the Foothills Trail Coalition board cited and applauded the strengths and achievements which Markus brought to bear on behalf of the R2R - his numerous personal connections in business, political and running communities; his contagious enthusiasm for the event; his outstanding public speaking abilities and performance as M.C.; his creation of awards for the High School Challenge, Collegiate, Founders and Gatchel awards; and the establishment of a Race Committee to help manage the event. Thank you, Markus!

Now we’re off and running toward our goals of expanding and enhancing the R2R and completing the Foothills Trail from Mt. Rainier to Puget Sound. Come join us on National Trails Day, Saturday, June 5, to celebrate our past achievements and experience the unique, Rainier to Ruston Rail-Trail Relay and Ultra, “An Adventure in Your Own Back Yard!”

Check out the race website at http://www.rainiertoruston.com/ to learn more about this fun event and to register as a volunteer or a participant.

Courtesy Patrollers learn about R2R and more

by Jerry Larson, Courtesy Patrol Chair

The 2010 Courtesy Patrol Certification Class #2 was declared a thorough success by Ed Davis, moderator, and Bill Harmon, official Coalition map maker. The monthly class and meeting of the Courtesy Patrol took place Sat., Feb. 13, at High Cedars Golf Club in Orting.

Eric Barnes, Assistant Race Director of the Rainier to Ruston Relay & Ultra (R2R), made an excellent presentation accompanied by the race founder John Selby. Davis and Harmon agreed that the objectives of the 2010 R2R were thoroughly presented as well as the roll that the Courtesy Patrol is expected to play.

Keith Lassen gave a brief overview of the first aid training course which he will lead at the March 13 Certification Class #3. It is rumored that a top ranked, Pierce County horseman will give his outstanding presentation concerning horses on the trail and what the greenhorn should know. His presentation will be in full cowboy regalia, and I strongly encourage all Courtesy Patrollers and the general public to attend this educational morning adventure.

The Courtesy Patrol was created in 2002 to encourage trail courtesy and provide trail information to users. Members assist with special events such as the Foothills Dash, Daffodil Classic Bike Ride, Rainier to Ruston and the South Prairie Salmon Run. Other activities include volunteering at the Puyallup Fair and the Orting Farmers Market, where trail information is provided to the public. Bicycle riders, equestrians and walkers are invited to become involved in this great outdoor activity for personal health and volunteer good will.

Contact Jerry Larson at Capt2wheeler@comcast.net or 253-845-7219 for further information on how you can become a member of the Courtesy Patrol.
The Government Affairs Committee of the Tacoma Wheelmen Bicycle Club met on Tuesday, February 2. We plan to skip meeting in March and meet again on Tuesday, April 6 at 6 p.m.

Retiring City Councilwoman, Connie Ladenburg, will be receiving recognition for her work on promoting the City Water Ditch Trail. Also, Diane Wiatr, a Tacoma staff member, has received recognition for her work on Tacoma’s New Mobility Plan. Each year, we try to find two politicians or bureaucrats who have contributed to making bicycling better in our club service area. Past recognition has gone to Calvin Goings, Terry Lee, Shawn Bunney and Rick Talbert.

Tacoma’s Mobility Plan has been presented to the Planning Commission for their review, but the process of improving the draft plan is still continuing with the advisory committee and with presentations to the public. The plan still needs considerable work to please TWBC. We want the initial phase of the plan to get a lot of signage on shared roads and on bike routes like getting to University Place, the National Parks, Puyallup, Lakewood, SeaTac, etc. We also want the missing arterial sidewalks completed so we have better connections to the Scott Pierson Trail. Hopefully, enough work can be accomplished to encourage new bike commuters to use the system.

The electric cart/golf cart issue is down in Olympia with two different draft legislative bills. Ernie Bay recently wrote a great letter to the editor of the News Tribune, detailing his fears that carts shouldn’t be allowed on trails, sidewalks or even bike lanes. Carts are just under 48 inches wide, so they can fit between bollards guarding trail intersections. I’m most concerned with carts on sidewalks. I could handle carts on bike lanes and trails, but I know I’m in the minority. Presently, you can have a cart on streets in Orting, but not on the Foothills Trail or the State Highway.

The Washington State Trails Conference is coming to Tacoma on October 22 and 23. Steve Brown and I are serving on the local planning committee. We have offered to lead walking and biking tours. The La Quinta Hotel will be the conference headquarters.

Several club members were down in Olympia for Transportation Lobby Day. We enjoyed being down there for the day and presenting our issues to our local elected Officials. You can go to the Bicycle Alliance of Washington website to see how we are doing down there.
Membership makes a difference!
The work we are doing is made possible because of your generous support. Credit cards accepted.

The mission of the Foothills Rails-to-Trails Coalition is to assist Pierce County communities in the creation, maintenance and usage of a connected system of non-motorized trails for healthier people from Mt. Rainier to Puget Sound.

Mark your categories, mail form and check to:
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P.O. Box 192, Puyallup, WA 98371-0021

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