President’s Message

Positive press

How about that article by Rob Tucker in The News Tribune on August 6? If you missed it please go to our website at http://piercecountytrails.org and double click on “The long road to the Foothills Trail.” We need to ask ourselves what we are going to do about moving ahead to make the completed trail a reality. We intend to welcome more voices to our Coalition. Our board is requesting the input of trail users, would be users and supporters. We are open to listen to the diverse perspectives from Pierce County and beyond. Please send comments to:

The Foothills Rails to Trails Coalition
Attn: President
P.O. Box 192
Puyallup, Wa. 98371

or contact us at http://piercecountytrails.org.

In response to comments received through the Tribune article: Trails are all about being physically active at your own pace in the proximity of your home. Every member of the family can stretch out and enjoy being together and active in the world around them. Few other public improvements can offer that. An improved railroad right-of-way provides opportunities for law-abiding people to get more involved with and within their community. Drinking parties, target shooting and operating motorized vehicles are not accepted activities anywhere on the Foothills Trail. The comments by Orting Police Chief Ron Emmons confirm the six-plus years of positive experience there. And the Pierce County Sheriff doesn’t expect a major drain on their staff based, I would guess, on their experience, too. There are also studies showing that trails do not increase incidents of crime and, in fact, people tend to get more involved in their surrounding community as a result of trail improvements. Sun River Resort in Central Oregon attracts repeated visits, because you can get everywhere on foot, bike or horse. Major planned communities like Cascadia and Dupont Landing have designed trail systems throughout the acreage they develop.

In related news, Buckley, Enumclaw, Milton, Edgewood, Sumner and Puyallup are all moving their trail plans forward this summer. Feasibility studies are being made on the extension of the Gig Harbor Cushman Transmission Line Trail, the City of Tacoma to McMillin Pipe Line Trail and the Tacoma Water Ditch Trail through South Tacoma. The most frequent and most respectable users of trails live right in the communities that surround them. Again, the Coalition is open to listen to comments from everyone.—Buzz Grant

Fair booth shared

Visitors to the Puyallup Fair, which runs from September 8 through 24, may be surprised to find volunteers from the Foothills Trail Coalition and Mount Rainier National Park co-hosting a booth. When John Selby, founder of our Rainier to Ruston Relay, learned that the National Park Service would have to forego a booth at the fair this year because of budget constraints, he stepped forward and said, continued on next page
Fair booth (continued)

“Let’s share ours.” So that’s why visitors to the fair will find a tall, red, railroad bell-tower standing at each end of our booth, one labeled Mount Rainier and one labeled Ruston.

On the Rainier side, exhibits will show plans for the new five-mile expansion outside the Carbon River entrance and other exciting changes. On the Ruston side, plans for the future extension of the Foothills Trail and the R2R running and walking relay will be emphasized. A large map on the wall between the two towers will tie Rainier and Ruston together.

This joint venture is such a natural partnership because Mount Rainier National Park and the Foothills Trail Coalition share similar goals. Ken Woolery is the overall coordinator for the fair booth. Jim Ross, long-time seasonal park ranger and fair booth coordinator, is volunteering his professional services after he returns to his job as teacher at Franklin Pierce. Dixie Gatchel, volunteer for both the park and the Foothills Trail Coalition, will coordinate the Mount Rainier volunteers. Our mutual goal is to inform visitors about all the exciting plans for this area.

Whether we call it Tahoma to Tacoma or Rainier to Ruston, a trail following the route of the old Burlington Northern Railroad is a dream that has been shared by trail enthusiasts in the Carbon River corridor and beyond for decades. The trail, which will run 50 miles from Mount Rainier’s Carbon River entrance to Tacoma’s Commencement Bay, passes through wild and beautiful terrain as participants in the Rainier to Ruston Rail-Trail Relay and Ultra have been discovering for the past four years.

See ya at the Puyallup! It’s a doozy!—Ken Woolery

Register now for 18th Trails Symposium

The National Trails Symposium is being held in the Quad Cities of Iowa and Illinois, October 19 to 22, along the magnificent Mississippi River. This is the place to attend cutting-edge sessions delivered by respected national experts, get a glimpse of today’s hottest trails equipment, products and services, and network with other trails enthusiasts and key people in the trails world.

You can register online now or mail or fax in the registration continued on next page
Trail Symposium (continued)

form, which can be found in the registration booklet. Contact the American Trails office at 530-547-2060 or symposium@americantrails.org to get a copy of the booklet and answers to your questions.

Want more reasons to attend the 18th National Trails Symposium? Then log on to http://www.americantrails.org/quad/ to find the most up-to-date information on the symposium, including details on accommodations, travel, Quad Cities, mobile workshops, general sessions, sponsors and more. Detailed concurrent session descriptions and times are available on the website.—John S. Selby [excerpted from American Trails e-mail notice]

Carbon River properties protected

Nearly 700 acres along the Carbon River Valley near the entrance to Mount Rainier National Park are now permanently protected through the efforts of the Cascade Land Conservancy and a number of other organizations and leaders.

The 500 acres in the Plum Creek Timber Company, Wilkeson Tree Farm and the 200-acre Marsh Farm are considered to be among the most important in preserving the land along the Carbon River in Pierce County. Both support a wide variety of habitat and provide an important corridor for wildlife moving along the river toward Mt. Rainier.

The preserved lands are typical of what the Cascade Agenda envisions. And they show the need to act now – the Cascade Land Conservancy worked on these projects for a number of years before they were permanently protected.

Pierce County Conservation Futures has purchased both properties, ensuring they are preserved. The Marsh Farm, bordered by the Carbon River and the northwest boundary of the park, is likely to be purchased eventually by the federal government as part of an expansion of the national park. It will be the site for the new northwest entrance to the park, replacing an existing road frequently washed out by floodwaters from the Carbon River. Along with providing park visitors improved access, the new entrance will reduce the cost of road repairs for taxpayers. A new campsite is also expected to be built near the entrance.

The Wilkeson Tree Farm property is farther down the Carbon River near the town of Carbonado. It includes the river and has important rails-to-trails potential. It will continue to be owned by Pierce County.—John S. Selby [excerpted from the July Cascade Agenda Newsletter]
Folks, I've represented equestrian interests as a member of the Foothills Rails-to-Trails Coalition for the last seven years, currently as a member of the board of directors. During that time we have had several accomplishments. We produced the Equestrian Users' Guidebook. The Coalition and the Pierce County Parks and Recreation Department requested we document specific, existing hazards for horse riders on the trail from Orting to the McMillin trail head and, as a result, a telephone pole in Orting was actually relocated for the safety of riders. We have introduced young pony club riders to the trail and taught them proper trail etiquette. We participated in a 2003 parks and recreation focus group for future park plans – expressly on behalf of equestrians and much, much more.

A majority of the dues-paying members of the Coalition believe that paying dues is their way of supporting the trail. However, there seems to be more needed when it comes to equestrians users.

The design and construction of the last two sections of the Foothills Trail left some areas with minimal non-paved equestrian path. Are the accommodations for horses a fading promise? Are there not enough horse users attending the monthly meetings?

Equestrian users have been part of Pierce County's plans to develop the Foothills Trail since the beginning. If we want to be in future plans as well, we need to be more proactive.

If you are an equestrian supporter, please send me an e-mail voicing your support for retaining horse riders as welcomed users of the Foothills Trail. I'll use your responses and suggestions to decide how I should spend my trail support time.

Help is always welcome! Happy Trails, Linda Clark, clasryrydr@aol.com

Local company, Engel's Towing, deserves a big "Thank You!" for helping prepare for the Rainier to Ruston Relay. The goal of the relay staff was to provide a challenging course for the racers while showcasing the planned route for the Foothills Trail. An unsightly burned-out car in a field only a few feet from the trail was not what they had in mind. Fortunately, Engel's Towing of Puyallup generously offered to remove and dispose of the car at no cost. It is this type of help from area businesses that make our events successful. Thank you, Engel's Towing!—Russ Matthews
South Prairie Salmon Run Sept. 30

At the invitation of the Town of South Prairie, the Foothills Rails-to-Trails Coalition will sponsor a community event called “South Prairie Salmon Run.” This event, planned for September 30, will be a running and walking event for all ages along the Foothills Trail toward Orting and back. Distances planned are 3, 6 and 10 miles along with a kids run/walk of 1 mile. Start time is 9:30 a.m.

The purpose, as envisioned by Councilman Dave Lykstad, is to celebrate the return of the salmon into South Prairie Creek, one of the premier salmon spawning creeks in the Puget Sound area. Eventually, the city would like to get the local Indian tribes involved with a display of traditional Indian exhibits as they relate to salmon. Vendors and sponsors are being solicited for displays within the city limits.

Cost for participation is $20 for the adult runs while the kids run is free. T-shirts will be presented to the first 100 participants. As well as hosting the event, the Foothills Coalition’s Courtesy Patrol will help along the trail. Markus Dennis is the race director with Dave Lykstad as the primary contact with South Prairie. If you would like to participate as one of the 15 to 20 volunteers needed for the event, call Markus at 253-381-1358. — John Downs

Bikes and bollards don’t mix

We all were shocked by the tragic death of Clay Gatchel last December after he caught his pedal on a bollard and took a bad spill at the East Puyallup (Meeker) Trail Head. Clay’s accident sensitized his friends and family to the dangers of bollards—posts imbedded in the trail to prevent vehicle access. Certainly, I have been much more careful when cycling past them. The general public, however, is still at risk from these immovable objects for which there is no warning. Indeed, I continue to hear stories of others who have had accidents with bollards on the Foothills Trail.

Board member, Markus Dennis, came across a bollard accident on the trail recently, and a neighbor of Russ Matthews collided with a bollard, luckily breaking only her helmet in the fall.

Last weekend my friend, Susan Hulbert, was cycling on the trail and hit a bollard at the 128th Street crossing in McMillin. The collision and spill broke her right elbow and badly bruised her leg. She spent the first day of her new job on sick leave!

My wife, Dottie, learned through a friend that Art Wall, a teacher at Edgemont Junior High, hit a bollard on the Foothills Trail while cycling about five years ago and later died from his injuries.

How many people have been injured or even killed by collisions with bollards over the years? How many more will it take before we fix this problem?

If you, or someone you know, has had an accident with a bollard, please call or e-mail me, so that we can better understand the risks associated with this hazard. Surely there are acceptable solutions to this problem. Let’s dedicate ourselves to making the Foothills Trail a safe place to cycle.

Take care—John S. Selby, 253-841-1767, JohnandDottieSelby@att.net
Chehalis Western

The groundbreaking ceremony on July 8 for a bridge over Interstate 5 in Olympia was a critical milestone in the project to join the two segments of the popular Chehalis Western Trail. Two more bridges need to be constructed (over Martin Way and Pacific Avenue) to complete the 21-mile trail from Woodard Bay to State Route 507 near Rainier. The cost of the three bridges and a permanent trail west of South Sound Center is estimated at $11 million. So far, officials have secured $7.1 million from local, regional and federal sources. The $1.9 million I-5 bridge is scheduled for completion in January.

Work is under way on the design and engineering of the Martin Way bridge, and construction is scheduled to begin by late 2007. Officials are working on the alignment and access points for the Pacific Avenue bridge in consultation with two affected property owners.—John Selby

[summarized from an article by Christian Hill in The Olympian on July 8]

Cushman Powerline

The Cushman Powerline Trail is approximately two miles of non-motorized public trail from 14th Ave NW (near the Narrows Bridge) to the Kimball Drive Park & Ride Lot in Gig Harbor. Pierce County is working on extending the trail out to Borgen Boulevard near the Home Depot.—Bob Myrick

Edgewood

The Edgewood portion of the Interurban Trail now really belongs to the City of Edgewood. Escrow has been completed. On August 1 the city’s excellent proposal for their design and development grant was presented to the IAC Board. Ranked positions should be known within the month. The budget process comes next. How far will the IAC money go down the list of projects? We will be waiting hopefully for the answer. All Edgewood council members appear to support the project, some more enthusiastically than others.—Diane Kerlin

Fennel Creek

On July 31 Bonney Lake city staff pitched the Fennel Creek Trail project to an IAC review panel, asking for an $800,000 grant. Reaction from the review panel was generally positive. We will know by mid-August if this segment of the trail will be funded. An EIS for the entire trail is underway and will be complete by the end of the summer. Following completion of the EIS, the planning commission will vote on adoption of the trail plan and forward it to the city council for their approval. City staff is also looking at a WSDOT grant to help fund another...
Network (continued)

portion of the trail.—Gary Leaf, Bonney Lake Community Services Director

Scott Pierson

The Scott Pierson Trail will be ready in segments as there are three different SR16 contracts and projects between the new bridge and the intersection with I-5. These works should all be done before the new bridge is ready with its grand promenade across the water. —Bob Myrick

Pipeline

The Cross County Commuter Connector Trail (Pipeline Trail) is the subject of a feasibility study being conducted by Theresa Turpin of Parametrix. Pierce County Parks, Metro Parks, Pierce County Public Works, City of Tacoma Public Works and Tacoma Water are all jointly engaged in this study, a review of which I recently attended. Originally, only the Pipeline Trail was listed on Tacoma and Pierce County non-motorized planning documents. City Councilman Rick Talbert and County Councilman Calvin Goings got together and proposed the trail be studied from Freighthouse Square all the way to Orting passing through South Hill.

Much of the trail currently exists as a dirt access road along an underground water pipeline from E. 40th St. and E. K St., past the southern tip of Swan Creek Park, through Orange gate Park, to Half Dollar Park at 94th Ave. E. and 122nd. There the route turns south to Rogers High School and joins the new trail to South Hill Park at 86th Ave E. and E. 144th St. From the park, the route would go east along 144th to the Tacoma Reservoir and down the bank to the Foothills Trail at 128th St. E. and/or branch to the south and into Orting over the Calistoga Bridge.

The Pipeline Trail will sometimes be bike lanes on streets (e.g., McKinley Avenue), but a separated trail is desired wherever possible. The study should be completed in 2007.—Bob Myrick

Puyallup Riverwalk

On to Sumner! The long-awaited (20 years plus) Phase 2 of the Puyallup Riverwalk is scheduled to begin construction in early September along the Puyallup River between the SR 512 bridge and the East Main Street bridge into Sumner. It should be completed and linked with the new Sumner
Networking (continued)

trail by early spring. The winning construction bid was awarded to Pivetta Brothers Construction of Sumner on July 14 for $1,065,000.—Ernie Bay

Sumner

You can see it from the bridge, but it is a jump to get there! The city of Sumner has just completed sections of trail along both its Puyallup and White River shorelines.

Well, not quite. The city had to concede to the Federal Fish and Wildlife Agency’s mitigation demands by building its 3,000-foot White River trail section 200 feet away from the shoreline in order to obtain permission to build its latest 24th Street traffic interchange off of SR167. In this biologist’s opinion the agency’s “science” has not caught up with the times.

While well designed and well managed trails protect shorelines from illegal activities and provide people desirable controlled access to riverine views, the agency persists in regarding trails as damaging to their interests. They contend, among other questionable arguments, that dogs on the trail will scare away wildlife.

The Sumner Puyallup River Trail will link directly on the opposite side of the bridge to Phase 2 of the Puyallup Riverwalk and continue around the city’s new sewage treatment plant. The trail currently ends at State Street where it is a straight shot to the Sumner Train Station. A spur of the trail extends downstream and dead ends with a magnificent view on a prominence of land at the confluence of the Puyallup and White (Stuck) Rivers.

Meanwhile, the view of the trail from the Sumner-
Puyallup Bridge is enticing, but you cannot get to it from there, at least for now! An east side ramp is planned which should be completed in time for a proper east-west trail connection.—Ernie Bay

[Editor’s note: In the north end of Sumner, the "Bridge to Nowhere" now leads to somewhere. Around July 4 the ramps were completed on both ends of this pedestrian bridge over the White (Stuck) River at 24th St. E., connecting to the existing 3/4-mile long paved trail on the west bank of the river and the planned trails on both sides.]

This photo of the 3,000-foot White River trail section illustrates the 200-foot setback issue. Note that the farm service road is much closer to the river.

The Trail Line News is edited by John Selby at JohnandDottieSelby@att.net.

Newsletter layout is by Sarah Garmire at BSGarmire@cs.com. Photos and captions should be sent directly to her.
Networking (continued)

Water Ditch

Dana Brown and I traveled to Olympia to request $290,000 in IAC trail funds to reconstruct a 3,800-foot segment of the historic urban recreational trail in South Tacoma, beginning at S. 80th Street and South Tacoma Way to S. 70th Street and Cedar Street. The trail is planned to eventually go all the way to Pacific Avenue and the Tacoma Art Museum. The 3,800-foot segment might cost up to $2.2 million. A person can inspect this segment by bike or foot and can travel north on Clement Street along the historic corridor. The original trail still exists at South Park Community Center in Tacoma at about South 52nd and South Tacoma Way.

The city recently approved a resolution directing Public Works to move forward on this effort. [The editor has run the entire length of this trail corridor and agrees that it will be a valuable asset to the community, connecting residential neighborhoods, parks and schools to downtown Tacoma and the Thea Foss Waterway via the overpass at TAM.]—Bob Myrick

Wilkeson

One more section of trail was finally finished in Wilkeson by the Pierce County Public Works Department in early summer. It is not quite a mile long, but is definitely worth a visit. The upper part is a little steeper than the rest of the Foothills Trail, but still a comfortable hike and an enticing example of the trail experience that lies ahead. It is currently expected that this section will be connected with South Prairie by 2008. —Ernie Bay

Friends and family of Clay Gatchel have installed two benches along the trail in South Prairie at the Trail Side Connection latté stand. Clay and Dixie were regular customers after riding from Meeker or McMillin on Courtesy Patrol. This was a good location for them to recruit new members to the Coalition and to discuss the safety reasons for wearing helmets.

The plaque honoring Clay is on order and will be placed between the benches.—Russ Matthews
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* Includes brick purchase(s)
** Includes tree purchase(s)

Buy a brick soon!
Once more, there is still time to honor or surprise a friend or relative or to immortalize yourself or your spouse with an inscribed brick in our Orting kiosk bench. Engraving is currently scheduled for the week of October 5. Space is running out and inscriptions are done only once a year, so don't put it off any longer.

Please see the order form on the back page of this newsletter or visit our web site at piercecounty-trails.org.—Ernie Bay

Along the Foothills Trail...
What a warm and wonderful summer has held sway along our beautiful Foothills Trail. My goal to hit the trail for a Courtesy Patrol at least three times a week, however, fell victim to my ancient body's dislike for excessive sun. My will wilted and I wimped out! I confess to having holed up at home alone for more than a few days in August with the fan going full blast. More sun-tolerant trail users were out in droves enjoying the trail in private or as participants in a wide variety of events and venues.

Courtesy Patrol Doings
Welcome to our newest Courtesy Patrol member, Christy Monpas. Our expanding Courtesy Patrol keeps busy with daily patrols and helps with backup at successful events such as Walk for the Benefits, Tour de Pierce and the Rainier to Ruston Relay and Ultra. The popular Safe Rider Campaign is ongoing, encouraging youngsters to wear safety helmets while traveling on wheels. Keep an eye out, kids! A stop by a yellow-vested Courtesy Patroler can lead to a Safe Rider Citation, redeemable for a delicious Subway deliround. Over 200 happy kids have been “cited” to date, with 300 remaining to award by the end of the year.

At the urging of Florence and Bob Larsen, Ernie Bay took the lead in reopening the busy Foothills booth at the Puyallup Saturday Market this summer. It has been an unqualified success! Regular staffers include Ernie, Bob, Markus Dennis, John Ernest Berry Jr and Mary Colquhoun. What a difference a couple of years makes! We hear no more adverse trail loud talk from the Citizens Against Virtually Everything (aka CAVERs). These days ALL our wonderful “stoppers-by” love trails. That great front page story in The News Tribune about the Foothills Trail not only thrilled all of us, but fired up lots of positive comment from our contacts at the market and out on the trail. We extend our deepest appreciation and a "big bravo" to writer Rob Tucker and editor David Zeeck for a continued on next page
**Dixie (continued)**

superb and accurate story about our beloved trail.

Recently retired Bob Larsen, who pulls more patrols than most of us, tells this story: Bob offers first aid to a bike rider by Orting Park who is in obvious distress from a profusely bleeding shin wound. Bob dresses the wound and advises the victim to see his doctor. The victim replies, “No, I’m okay to ride on,” and mounts his bike. Bob reiterates his advice about seeing his doctor. The victim rides off as he responds over his shoulder, “Darn it, I am a doctor!”

**The Vision Thing**

We of the Foothills Trail Coalition, passionate trail advocates all, seize every opportunity to foster our vision for a comprehensive network of rail-trails throughout Pierce, King and Thurston Counties. It’s do-able! Ken Woolery, our past prez and a “born in Sumner” kid, led a tour recently where he pointed with pride to the segments of the Sumner trail system. The portions now paved and in place will connect ultimately with the Puyallup River Trail, the Foothills Trail and the Interurban Trail in King County. Won’t that be great? Our hopes are high for the long-awaited connection of the Foothills Trail from Buckley to South Prairie scheduled for 2007. As the site of the first completed two miles of the Foothills Trail, Buckley deserves all our best efforts in getting the job done ASAP. Imagine having almost 20 miles of non-motorized, contiguous, paved Foothills Trail running all the way from Buckley to East Puyallup!

**Vandals strike again**

Normal folks are hard-pressed to understand why vandals do what they do. Why do they destroy something that gives pleasure to so many good people and that is something for them to enjoy as well? The original sandstone monument, with plaques recognizing the outstanding contributions of Ernie Bay and Jan Wolcott to the trail, was dedicated at the East Puyallup (Meeker) Trailhead in March. Sometime in the early morning of (ironically) National Trails Day June 3, vandals

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**Dixie (continued)**

smashed it down, stole the plaques and defaced the sandstone base. Recently they returned, stole a plaque and attempted to pull the water fountain from the side of the restroom. Conversation along the trail centers on how we can not only prevent further vandalism, but apprehend and hold the MTVs (Mean Thieving Vandals) accountable. Your suggestions are welcome. How about organizing a trail watch?

**Pierce County Park Partners**

One of my fun duties as a Foothills Courtesy Patroller is to tag along on some work parties as the “official picture taker.” My spirit soars to see great things happen when public and non-profit entities, with like goals, partner to get the job done. It’s plain to see that such a prized partnership exists between the PC Good Guys of Pierce County Parks and the Foothills Trail Coalition. It was like watching poetry in motion to see how efficiently and quickly our crew and PC Good Guys “planted” mile posts 29-32 at pre-designated positions along the East Puyallup section to MP 29 near McMillin at Allen’s Acres. It’s pleasing to see the good will and teamwork in play between PC Good Guys Mitch Nelson and Bob Cady and our Foothill Good Guys Buzz Grant, Bill Harmon, Russ Matthews, Art Robinson and George Sleet. These guys, and a handful of others, form the core of the Coalition work party crews. But they need help! Don’t be shy! Volunteer for a work party. Don Partington, our super “official” work party leader, is taking family time off this summer and Russ Matthews is doing a great fill-in job. And speaking of fill-ins, I overheard Russ and Mitch talking about the need for a truck load of fill dirt to create a site to plant mile post 19 in its rightful site just east of the Englin Dairy crossing road. And just between “good partners,” I’ll bet you that MP 19 is planted soon.

Notice how groomed and lovely the trailside areas look this summer? Another huge and hot work party project happened this summer when the Foothills Good Guys mobilized to rescue our trailside trees from onslaught by the wild cucumber and other exotic, pesky flora. This was a tough, sweaty job, but our...
Dixie (continued)

guys kept at it over a number of days until all trees were fully visible. I counted at least 41 tree wells from REI site to Arline Road, though I failed to count all the “freed” trees from McMillin and east. I snapped Russ Matthews and Tom Enlow at work on a recent patrol. The PC Good Guys moved in later with the Big Machines and trimmed it further. TADA! Partners at work.

Happy Trails and Peace out Y’all!—Dixie Gatchel

Death by bicycle?

Bicycle safety encouraged

Your personal risk of dying seems to be 100 percent. I have become very concerned about dying by bicycle due to being involved in three serious bicycle versus car accidents since 1990.

A National Geographic article on this subject (August 2006) claims the risk of dying in a bicycle accident is 1 in 4,919 or about 1 in 5,000 according to 2003 data from the National Safety Council. To put this in perspective, I have listed the risk of dying by various means as follows:

- Heart Disease (1000 in 5000)
- Pedestrian Accident (8 in 5000)
- Cancer (700 in 5000)
- Drowning (5 in 5000)
- Stroke (200 in 5000)
- Motorcycle Accident (5 in 5000)
- Motor Vehicle (60 in 5000)
- Fire or Smoke (4 in 5000)
- Suicide (42 in 5000)
- Bicycling Accident (1 in 5000)

Falling (23 in 5000)
Air/space Accident (1 in 5000)
Firearm Assault (16 in 5000)
Accidental Firearm (1 in 5000)

At first blush, bicycling still looks fairly safe. Of course not everyone is riding a bike or motorcycle or getting out on the water. So, let’s adjust the bicycle numbers to reflect the percentage of the population who may be out on bikes.

Let’s say two percent of our population might be riding bicycles. Then, the rate of dying by bicycle rises to 50 in 5,000 for us cyclists. Surely, this is not an acceptable number, but it is about the same as the motor vehicle accident rate or the suicide rate. It is far below the heart disease, cancer and stroke rates. It is well known that physical activity and healthy eating greatly lower the risk of these diseases. Experts at the Fred Hutchinson Cancer Research Center say that nearly 80 percent of the 1.4 million cases of cancer that will strike individuals around the world this year may be preventable through lifestyle choices such as exercise, a good diet and not smoking. Other studies show that cyclists as a group and aerobic exercisers seem to live about two extra years even after considering our tragic losses due to accidents.

After carefully considering these numbers and reviewing current literature, I plan to keep on cycling for my health, the health of the environment, my recreation and my alternative transportation. I will continue to work on creating a safer cycling and pedestrian environment. It has become a 20 year effort. Please consider becoming more active in these efforts and reducing your chances of heart disease, cancer and stroke.

Take care and wear your helmet.—Bob Myrick
New Members Always Welcome
If you appreciate the work that we are doing and wish to see more trails, please consider joining us.

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

Dr. Tait’s memorial progressing

Plans are coming along for the memorial to Dr. Douglas Tait next to the trail in Buckley where the Northern Pacific’s Rail Depot once was. The sneak preview that ran in these pages a few issues back remains the basic design, and final touches are being made to the drawings for the city to inspect. The artifacts to be used are being collected. The Tait Memorial committee hopes to begin construction in the next three months.

If you would like to know more about this project or get involved in fundraising, final planning or actual construction, please contact Don Partington at cedarfamily@comcast.net.—Chuck Morrison