

Washington State Parks and Recreation Commission



# Mount Spokane State Park Comprehensive Trail Plan

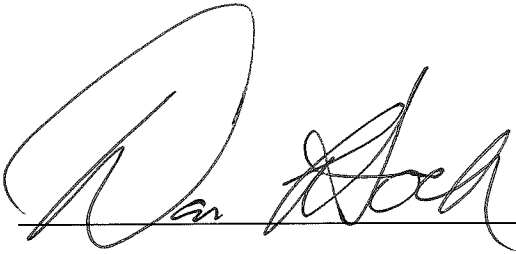


Originally adopted September 2009  
Revised November 2014

**MOUNT SPOKANE STATE PARK COMPREHENSIVE TRAIL PLAN REVISION**

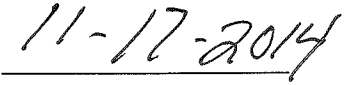
**CERTIFICATE OF ADOPTION**

The signature below certifies the adoption of this document by Washington State Parks for the continued management of Mount Spokane State Park.



A handwritten signature in black ink, appearing to read "Don Hoch", is written over a horizontal line.

Don Hoch, Director



A handwritten date "11-17-2014" is written over a horizontal line.

Date

## Table of Contents

INTRODUCTION AND BACKGROUND .....	3
PLAN PURPOSE AND SCOPE .....	4
PLAN ORGANIZATION.....	5
ROLE OF TRAILS IN MOUNT SPOKANE STATE PARK .....	5
Purpose of Park Trails.....	5
Shared-Use Trails.....	6
GENERAL PARK TRAIL POLICIES .....	9
SUMMER TRAIL USE MANAGEMENT .....	14
General Policy Direction.....	14
Trail Improvement and Maintenance Projects .....	15
New Trail Development.....	21
User Information/Education.....	24
WINTER TRAIL USE MANAGEMENT .....	26
General Policy Direction.....	26
Trail Improvement and Maintenance Projects .....	29
New Trail Development.....	29
User Information/Education.....	33
Attachment A: Washington State Parks & Recreation Commission Trail Goals and Policies .....	0
Section I: Nonmotorized Trail Goals and Policies .....	1
Section II: Nonmotorized Water Trail Goals and Policies .....	4
Section III: Winter Nonmotorized Trail Goals and Policies.....	7
Section IV: Winter Motorized Trail Goals and Policies.....	10

This trail plan proposes trail uses and trail management based on sharing the trail resources in Mount Spokane State Park (the park). Consistent with the Washington State Parks and Recreation Commission Trail Goals and Policies (Attachment A), it favors non-motorized, low-impact activities over motorized, high-impact activities. It seeks to expand trail opportunities for mountain biking, snowshoeing and Nordic skiing, and to prevent interference between these activities and other activities in the park. It seeks to separate user groups where conflict is most frequent and where separation is the best option available to minimize such conflicts. It emphasizes involving volunteers and organized user groups wherever possible in both planning and implementation, in order to foster ownership and personal responsibility. It also favors light-handed management as a means of minimizing the need for much more expensive law enforcement.

## **INTRODUCTION AND BACKGROUND**

The first formal trail plan for Mount Spokane State Park was approved by the State Parks and Recreation Commission (Commission) in August 1978. In November 1998, as part of the Classification and Management Planning (CAMP) Project, staff initiated a public planning process to develop a long-term plan for the park. Parks staff conducted a series of public workshops designed to engage park users and other stakeholders in identifying important park issues, exploring alternative land classification and management approaches to address these issues, and developing final recommendations for presentation to the Commission. During this process, staff worked closely with the Mount Spokane State Park Advisory Committee (MSSPAC). The MSSPAC consisted of park stakeholders appointed by the Director to represent various recreational user groups and both environmental preservation and wider community interests in park planning. On October 29, 1999, the State Parks and Recreation Commission adopted land classifications for Mount Spokane State Park.

Throughout the planning process, public concerns consistently centered on managing the park's trail system. During both the summer and winter seasons, trail-related activities are the dominant forms of recreation in the park. In addition to over 21 miles of single-track trails, there are about 38 miles of primitive roadways, 31 miles of groomed Nordic ski trails, and approximately 16 miles of groomed snowmobile trails in the park. Public participants and park staff identified several trail-related issues including:

- Natural and cultural resource impacts caused by trails in poor condition
- Safety of trail users
- Providing for a variety of recreational trail opportunities and experiences
- Trail use conflicts
- Adequacy of visitor information/user education
- Trails crossing onto private lands
- Trail maintenance needs
- New trail development
- Appropriate/effective volunteer participation

Because these issues are complex and in large part interrelated, staff determined that in addition to

land classification and general management planning for the park, a more intensive and comprehensive trails planning effort was necessary. An Interim Trail Plan was developed and approved in July 2000, and the MSSPAC began work on the Comprehensive Trail Plan in 2004. The Comprehensive Trail Plan was completed in 2009, and was integrated into the park's Master Facilities Plan, which was approved in 2010.

At the Commission meeting where the Master Facilities Plan was approved, members of the mountain bike community gave public testimony that the Comprehensive Trail Planning process did not include adequate input from mountain bikers, and therefore mountain biking issues were not properly addressed in the plan. So work began on this revision to the Comprehensive Trail Plan, with the goal of improving opportunities for mountain biking in the park, while reducing user conflict issues.

The process for developing this revision included:

- Gathering a team of mountain bikers and other trail users to consider how best to improve mountain biking in the park
- Conducting an online survey of trail users to determine what kinds of mountain bike opportunities were most desired, and to learn the level and seriousness of trail conflict issues
- Seeking public comment on a 20-year mountain biking trail proposal developed by the local mountain biking community, Evergreen East
- Several MSSPAC meetings, leading to a recommendation from the advisory committee to the Washington State Parks Director (Director)
- Developing a staff recommendation for consideration by the Director

Since the MSSPAC was formed to provide recommendations to the Director on the planning efforts at Mount Spokane State Park, and since this Comprehensive Trail Plan revision concludes the park's major planning efforts, the MSSPAC recommendations on this plan concluded their work. At the June 27, 2013 State Parks and Recreation Commission meeting in Spokane, the MSSPAC was recognized for their 18 years of service to the park. Their efforts are not complete, however, since many of the advisory committee members are on the board of the Friends of Mount Spokane State Park.

## **PLAN PURPOSE AND SCOPE**

This plan provides guidance for managers in the development and use of Mount Spokane State Park trails. It makes use of prior research and input from the CAMP project and the Interim Trail Plan, as well as the Park Commission's Trail Goals and Policies document adopted in 2004. Its scope encompasses:

- protecting natural and cultural resources
- monitoring trail use and resource impacts
- ensuring visitor safety
- preventing and resolving trail user conflicts
- developing major and minor trail renovations
- constructing new trails
- installing trail signs

- maintaining existing park trails
- closing unsuitable trails
- enhancing the recreational experience for both winter and summer trail users
- fostering volunteer participation
- addressing trails that cross onto private land
- maintaining good relationships between State Parks, the concessionaire and adjacent landowners
- developing visitor information/education relative to trail use

Projects will be prioritized according to available resources and the needs dictated by resource protection, visitor safety, user conflict, and developing a quality trail experience. It should be recognized that unforeseen circumstances or changes in priorities might affect implementation. In this event, staff will seek stakeholder participation to determine necessary revisions.

## **PLAN ORGANIZATION**

This plan starts with general park trail policies and then is separated into two main sections: Summer Trail Use Management and Winter Trail Use Management. Each section is further divided into policy direction and programmatic activities that in combination, address issues related to planning, constructing, maintaining, and managing park trails for recreation.

*General Park Trail Policies* identify existing state laws and agency-level rules and policies that guide trail management throughout the state park system. It also briefly describes the park-level Classification and Management Plan (CAMP) that identifies appropriate trail use activities within specific areas of the park. This is followed by general, year-round park-specific policies.

Under both the Summer and Winter Management Sections, Programmatic Activities outline specific projects or tasks designed to achieve the indicated policy direction. Programmatic activities are separated into five areas and include:

- Trail Improvements and Maintenance Projects
- New Trail Development
- User Information/Education
- Monitoring Park Use, Resource Impacts, and Visitor Comments
- Relationship with Concessionaire and Adjacent Landowners

## **ROLE OF TRAILS IN MOUNT SPOKANE STATE PARK**

### **Purpose of Park Trails**

The purpose of the park's trails is to provide high quality outdoor recreational experiences in natural settings for all users. It is recognized that user conflicts are inevitable, but every effort will be made to minimize these conflicts and to ensure that ongoing patterns of conflicting behavior do not develop, or are mitigated by thoughtful planning.

While not all possible recreational pursuits will be permitted, a balance will be sought between higher-impact, higher-speed activities like mountain biking or trail running, and lower-impact, lower-speed activities, like hiking or nature study, so that all users will enjoy as high a quality of recreational experience as possible.

The Commission's *Non-Motorized Trail Goals and Policies* (Attachment A) provides for the designation of suitable parks as "destination or preferred use sites" for specific varieties of trail users. According to "Trail Goals and Policies", shared-use trails are encouraged in Resource Recreation classified areas in large parks where they can meet all approved evaluation criteria. Mount Spokane State Park is the largest contiguous park in the system, at approximately 14,000 acres. 58% of the park is classified as Resource Recreation, and the park contains primarily undeveloped, forested, mountainous land.

The characteristics of the park make it suited to providing desirable equestrian experiences. It has a large trail system of approximately 76 miles of trails and unimproved roads with a low density of use. Because of the park size and rural atmosphere, some areas of the park are a greater distance from the gates and parking areas. This makes them less accessible to day-hikers and more suitable for equestrians, who tend to travel longer distances. Given that only a few parks within the system are well-suited to equestrian uses, and in accordance with the State Parks goals of providing diverse recreational opportunities, providing rustic recreational opportunities, and identifying new and expanded equestrian trails, Mount Spokane State Park is designated a destination and preferred-use site for equestrians.

Additionally, Mount Spokane has a variety of terrains suitable for all levels of mountain bike riders. The park has been the site of numerous national, regional, and local bike races for both cross-country and downhill riders. Visitors often travel from out of the area to experience and enjoy Mount Spokane's unique riding opportunities. Local clubs and bicycle shops regularly hold group rides on the park's trails. Cross-country riders can enjoy easy rides on the gentler grades of the trails in the nordic ski area or all-day epic rides to isolated areas of the Park. Downhill riders seek the challenges of trails that are NORBA (National Off-Road Bicycling Association) race caliber. Given that mountain biking is one of the largest summer trail use activities, Mount Spokane State Park is designated as a destination and preferred-use site for mountain bicycling.

The park also has one of the largest nordic ski areas in the Pacific Northwest, including a wide variety of terrains suitable for all abilities. With 31 miles of groomed trails, the park frequently draws visitors from western Washington, Idaho, Montana, Oregon, and Canada. Because of its reliable snow conditions, close proximity to Spokane, and high-quality grooming, the Spokane Nordic Ski Education Foundation (SNSEF) has been highly successful with its weekly ski school for local youth for the last 30+ years. For the same reasons, Mount Spokane has played host to the annual Langlauf classic cross-country ski race for many years. SNSEF, local ski shops, Spokane Parks and Recreation, and other organizations regularly arrange adult beginning and advanced lessons, and social outings. Since only a few parks within the system are suitable for track nordic skiing, and nordic skiing is the park's most popular winter use trail activity, Mount Spokane State Park is designated as a destination and preferred use site for nordic skiing.

## **Shared-Use Trails**

Trails and primitive roadways throughout the park are generally managed for shared pedestrian, cycling, and equestrian use, with the exception of trails within the Natural Area Preserve, the Natural Forest Areas, and the exceptions noted below.

With the increasing popularity of mountain biking in the park, there exists a high demand for improved trail experiences that do not compromise the experience of other park visitors. In an effort to simultaneously improve the mountain biking opportunities in the park and address visitor conflict and resource damage issues resulting from increased mountain bike use on Trails 100, 110, and 140, a comprehensive program combining use designations, improved signs, trail etiquette education, construction of additional trails and trail segments, and trail evaluation will be implemented. All official park trails will remain open for biking in both directions as multi-use trails, but Trail 140 will be designated the preferred route for those cycling downhill. The two uphill portions of Trail 140 will be rerouted, creating a completely downhill route from the summit to the park entrance. This is expected to encourage the vast majority of riders to voluntarily choose Trail 140 over Trails 100 and 110, which will retain some uphill sections. Improvements to Trail 140 are the highest priority mountain bike improvements in the park, and will thus be completed before the other improvements in this section. The local mountain biking community will take a lead role in maintaining Trail 140 to park standards.

To further enhance mountain bike trail opportunities, and to disperse some traffic away from Trail 140, a new summit-to-park-entrance route will be established on the east side of the mountain that will grant right-of-way-priority to cyclists travelling downhill. From the summit of Mt. Spokane, proposed Trail 290 will be built to the south of Chair 1 and down to the bottom of the B-29 ski run. From there, the route will take the existing Trail 132 down and across the paved road and continue on new single-track routes parallel to Trails 120 and 122 to the park entrance. This new single-track trail, designated as Trail 120a, will return to Trails 120 and 122 for stream crossings. The exact route will be subject to approval by State Parks staff. Existing trails on the route will be modified to make them more interesting and challenging for mountain biking than any other route in the park. The new portions of the route will be built according to the local mountain biking community's preferences, provided all new and rerouted sections meet current trail sustainability and resource protection standards. Since Trail 290 will be built exclusively for mountain biking, the local mountain biking community will have primary responsibility for its maintenance.

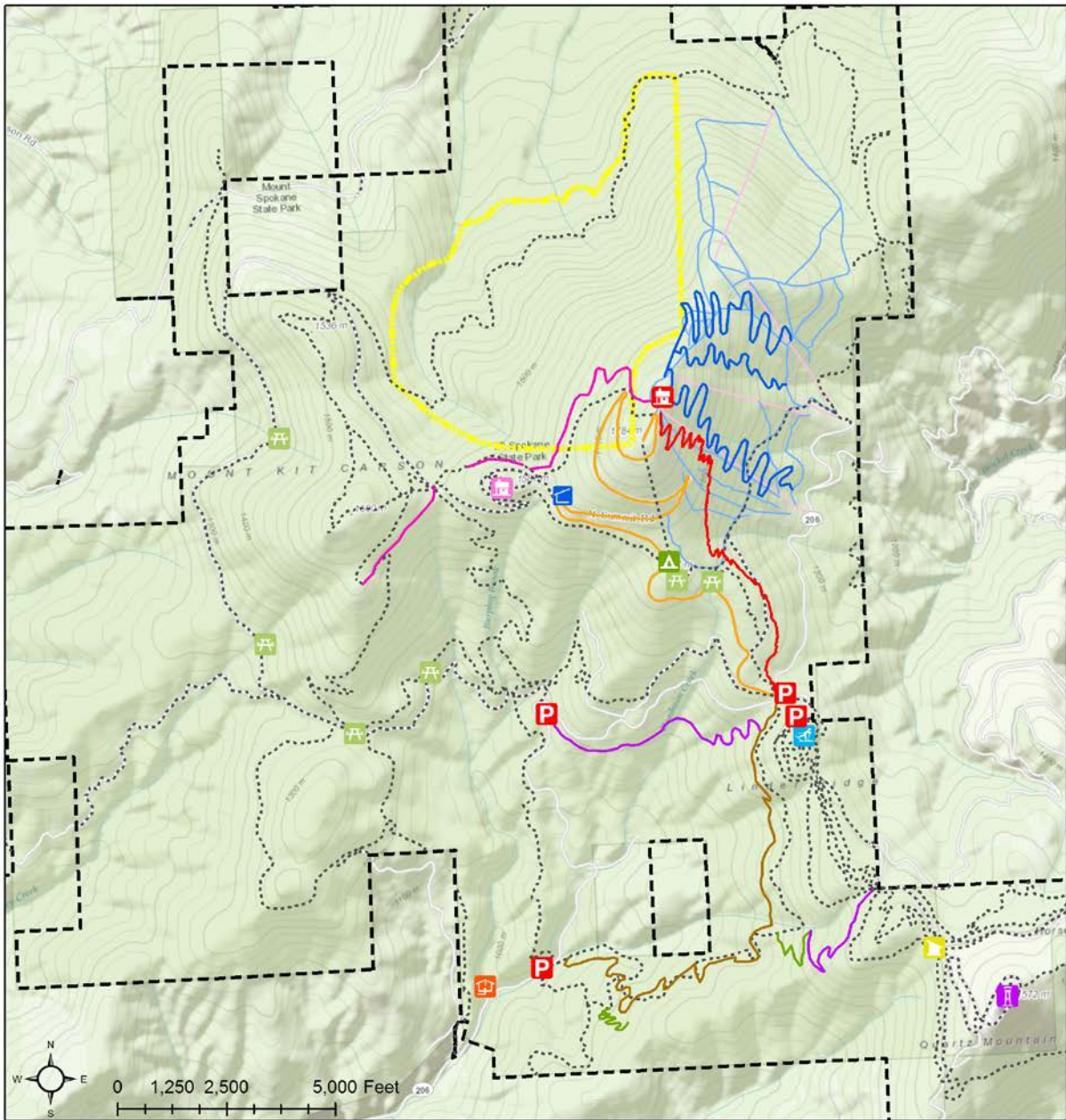
After Trail 290 is constructed, bicycle traffic on Trails 100 and 110 will be evaluated, and consideration will be given to closing these trails to bicycles in order to provide a better experience for equestrians and hikers. In addition, a new trail, Trail 138, from the campground to the Mount Spokane summit will be constructed to provide an alternate summit route for equestrians and hikers.

Two other future mountain bike trail opportunities are planned. Technical downhill mountain bike trails will be developed in the alpine ski area, in cooperation with the Mount Spokane Ski and Snowboard Park. And additional cross-country style mountain bike trails will be considered in the Deadman Creek area, if routes can be found that limit natural resource and maintenance impacts. There are many wetlands and creeks in the Deadman Creek/Blanchard area, and reports of wildlife and associated habitat. Inclusion of these locations within this plan is with the understanding and assumption that more detailed evaluation and review of the potential impacts to natural resources in this area will be needed before scoping any new trails.



**FIGURE 1**

**Mount Spokane State Park--Proposed New Mountain Bike Trails**



- |                                   |   |   |  |
|-----------------------------------|---|---|--|
| Park Boundary                     | <b>Proposed Mountain Bike Trails *</b>      | Bald Knob Campground (elevation 5106')    | Parking  |
| PASEA                             | 120 Reroute                                 | Picnic Area                               | NOVA Hut (elevation 4751')                           |
| Existing Park Road                | Deadman Creek XC Trails                     | CCC Camp Headquarters (elevation 5158')   | Park Office (elevation 3180')                        |
| Existing Trail                    | Downhill Trails in Ski Area                 | Cook's Cabin Site                         | Selkirk Lodge (elevation 4580')                      |
| <b>Existing Alpine Ski Trails</b> | Trail 140 Reroute                           | Quartz Mountain Lookout (elevation 5133') | Mount Spokane Summit & Vista House (elevation 5883') |
| Lift                              | Trail 290                                   |   |  |
| Run                               | Trails 120/122 Single-Track (290 extension) |   |  |

\*Proposed trail locations are approximate

## GENERAL PARK TRAIL POLICIES

**State Laws and Agency Rules/Policies:** Agency rules directly applicable to trail management in state parks are contained in Chapter 352-32 of the Washington Administrative Code (WAC). Applicable sections include *WAC 352-32-070: Use of horses, llamas, sled dogs or similar animals for recreation*, *WAC 352-32-075: Use of non-motorized cycles or similar devices*, and *WAC 352-20-020: Motor vehicles on roads and trails*. Agency-level policies that guide management of state trails are contained in the Park Commission's *Trail Goals and Policies* (Attachment A).

**Mount Spokane State Park Land Classification:** The majority of existing trails and primitive roadways in the park are in areas classified as Recreation, Resource Recreation, or Heritage Areas, which permit or conditionally permit cycling, equestrian, and pedestrian uses. Over 50% of Mount Spokane State Park is classified as Resource Recreation Area. The intent of the Resource Recreation classification is to preserve natural and cultural resources while allowing for sustainable, active forms of recreation. Approximately 22% of the Park is classified in the more restrictive Natural Forest Area (NFA) and Natural Area Preserve (NAP) classifications to provide heightened protection for natural features and systems. Recreational use of these areas is limited to pedestrian activities, and facility construction is limited to trails, directional signs, and interpretive displays. Cycling and equestrian uses are not permitted in NFAs or NAPs.

A portion of the Ragged Ridge trail is located within an area classified as a Natural Area Preserve (NAP). Pedestrian use of this trail is conditionally permitted by classification, and hiking, backcountry skiing, and snowshoeing are permitted by this plan; however, any such use must also be approved as part of a Natural Area Preserve Management Plan. Except as part of NAP management planning, no new trails will be planned through any area of the park classified as NAP; however, existing trails within NAPs may be modified to support NAP management goals.

**Monitoring Park Use, Resource Impacts, and Comments:** Indications of visitor impacts on natural and cultural resources, noticeable off-designated-trail travel, visitor conflicts, visitor safety issues, and comments regarding the quality of visitor experiences will be collected, analyzed, and managed by the Park Manager with assistance from volunteers from the Friends of Mount Spokane State Park (FOMSSP), which includes members from all the park's major user groups. Management action is indicated whenever a serious incident occurs, or when there is evidence of a recurring pattern of resource degradation. This action will include investigation and analysis, and where appropriate, public review and implementation of a remedy. Remedial action can include, but is not limited to:

- Modifying signs, notices, maps, brochures and other forms of education,
- Adding barriers,
- Redesigning or rerouting trails,
- Enacting enforcement measures,
- Temporarily closing trails to some or all uses,
- Adjusting standards, or
- Permanently closing trails to some or all uses.

Park visitors will have convenient access to a comment form both from within the park and on the internet. Comments and incidents will be routed first to the Park Manager, who will follow-up on any safety-related concerns. Non-safety issues may be followed up by volunteers. The FOMSSP

will look for patterns in the collected data that may indicate that action is needed. Only in extreme situations, and after public review and comment, when an adequate solution cannot be found, will one or more uses be excluded from selected trail segments.

In the event of resource degradation issues, park staff will coordinate with the State Parks Stewardship Program and institute trail changes or temporary seasonal closures of individual trails or trail segments as necessary to protect threatened, endangered and sensitive wildlife species. Temporary closures of this type may be instituted at the discretion of the Park Manager as provided in WAC 352-32-070 and WAC 352-32-075.

The Park Manger may also, for a specified period, close any trail or trail segment to some or all user groups if such closure is necessary to protect the health, safety, and welfare of the public, park visitors, staff, or park resources. Prior to closing any trail, the Park Manager will consult with the FOMSSP. In the event that the park manager or designee determines it is necessary to close a trail area immediately to protect against an imminent threat, he or she may take emergency action to close a trail or trail segment without prior consultation. Such emergency closure will be effective for only so long as is necessary for the manager to consult with the FOMSSP and to meet any other public notice requirements.

**Signing and Other Barriers:** Conspicuous signing and other barriers will be installed and regularly maintained by park staff with volunteer assistance provided by the FOMSSP and other trail user groups. Signs will clearly indicate permitted trail uses and closures. Where appropriate, signs will educate users as to why they should stay on the trail and how the area is sensitive to external influences. Official trails within the park will be numbered and named. Trail identification signs will be posted at all trailheads and at trail junctions as warranted. Barriers may be employed, where appropriate, to slow traffic at junctions and trailheads, and to encourage trail users to read signs and watch for cross-traffic.

**Trail Identification System:** All official trails in the Park are indicated by either a name or a number. The trail identification system consists of a modified historic naming and numbering system. Trails 100, 110, 120, 130, 140, and the Kit Carson Loop Road are all considered essential, main trails needing ongoing regular maintenance. Three-digit trail numbers ending in zero indicate primary trails. Trail numbers ending in 1-9 indicate branches of the primary trail. On the trail matrix, unapproved trails built without permission, trails in need of decommissioning, proposed trails, and Inland Empire Paper Company roads are listed separately.

**Trail Difficulty Ratings:** Trail data will be collected by volunteers and reviewed by park staff and the region planner in order to provide enough information for trail users to understand each trail's difficulty. In order to be consistent with the 2013 update to the Architectural Barriers Act relating to Outdoor Developed Areas, and because overall trail difficulty ratings are subjective and differ for each user group, signs will instead detail such information as:

- Trail length
- Elevation gain or loss
- Maximum and typical running slopes
- Maximum and typical cross slopes
- Minimum and average tread widths
- Trail surface type and

- Known barriers or obstructions

Signs will comply with Section 1017.10 of the Architectural Barriers Act Accessibility Guidelines for Outdoor Developed Areas, or with the similar section of the Americans with Disabilities Act, whichever is most recent.

**Trail Use, Maintenance and Construction:** Trails will be used as a tool to move people through sensitive areas. Only official trails will be maintained. Other human-made trails will be decommissioned and re-vegetated as resources permit. New trails will be developed only as needed to protect the environment or to produce the desired experience, based on demonstrated need. They will be designed, constructed, and maintained according to the best available trail construction, maintenance, and safety standards for non-motorized multi-use trails to minimize soil erosion, maximize durability, provide a safe environment, and provide the desired recreational experience. However, it is recognized that this plan cannot possibly anticipate every situation or circumstance where new trails may be necessary or desirable. It is the intent of this plan to remain flexible in order to meet the future needs of the public visiting and recreating in the park.

**Trail Condition Standards:** The plan adopts the International Mountain Bicycling Association's (IMBA) multi-use trail building and maintenance standards as published in the Trail Solutions handbook of 2004 and subsequent versions.

**Seasonal Opening and Closing of Trails:** The Park Manager will determine when specific trails are seasonally open and closed. Closure notices will be publicized at the park entrance bulletin board, on the telephone message, and at affected trailheads.

**Criteria for Approving New Recreational Uses:** It is recognized that new types of recreational equipment and activities are constantly being developed. While many activities will have similar impacts to existing permitted activities, some may pose additional challenges for resource management and for conflict with current users. Therefore, any new uses, as permitted by the Park Manager, will be subject to the same kind of monitoring as existing uses. Additional indicators, measurements, limits, and management options may be instituted by the Park Manager if necessary.

**Volunteer Participation:** It is essential for this plan's success that volunteers participate in its implementation. It should be acknowledged, however, that effective use of volunteers requires coordination and supervision by park staff. Use of volunteers must also be consistent with the State Parks Volunteer Policy/Procedure (POL-PRO 70-50).

#### **Trailhead/Access Inventory:**

##### Road Access Points

- Main Entrance: Access via paved State Route (SR) 206. This is the only plowed access to park facilities in the winter. Section 32.
- Day Road Entrance: Access via Day Mount Spokane Road (gravel). Locked gate with minimal turn around space and minimal roadside parking. Used by equestrians, hikers, and cyclists. Section 25.

- Blanchard Creek/Tallman Road Entrance: Access via rough dirt road. Locked gate across Connector Road with minimal turn around space and minimal parking. Section 7.
- Blanchard Creek/Axford Road Entrance: Access via gravel and dirt roads. Locked gate just before park boundary. Very little parking space. Remote area. Section 3.

### Trailheads

- Main Park Entrance for Trails 110,121 and 122. Section 33.
- Lower Kit Carson Loop Road Sno-Park for Trails 100 and 110. Section 21.
- Upper Kit Carson Loop Road Summer Parking Area for Trails 140 and Kit Carson Loop Road. Section 16.
- Snowmobile Lot (Lower Selkirk Sno-Park) for Trails 100 East, 120, 131 and the summit road during winter. Section 22.
- Selkirk Lodge Parking Lot for the nordic trails, Quartz Mountain, and Ragged Ridge. Section 27.
- Bald Knob Parking for Trail 130 and proposed Trail 138. Section 21.
- Summit Parking for Trails 140, proposed Trail 138, and proposed bike trails (290 series). Section 16.
- Bear Creek Lodge (private parking) for Trails 140 and 120. Section 32.

### Trails Crossing onto Non-park Lands

- Lower Trail 140: Access is via Bear Creek Lodge property. Middle part of trail strays onto private land. Section 29.
- Trail 120: Lower end crosses into private land and continues to Elliot Road. West fork drops to Bear Creek Lodge. Section 32.
- Trail 127: Drops into Bear Creek Lodge property behind tubing hill. Section 33.
- Trail 130: Connects to gated overgrown logging road (Trail 134.5) in NE corner of park. Section 3.
- Trail 152: Connects into Snowblaze Condominium road and parking area. Section 15.
- Trail 150: connects Park with Inland Empire Paper Company (IEP) trails. Sections 10 and 15.
- Trail 171: Connects to logging road leading to Bear Creek Lodge. Section 29.

- Trail R3: A social ATV trail leading out of park down to SR 206. Section 29.
- Trail 236: The Twin Lakes nordic ski trail is partially on IEP land. Section 25.
- Trail 234: The Shadow Mountain nordic ski trail loops onto IEP land. Sections 25 and 26.
- The Mica Road, Lower Mica Road, Ridge Run, The Wall, Paper Trail, Buck Land, and the Lower and Upper Tripps groomed nordic trails are all on IEP land.
- Kit Carson Loop Road: Crosses private timber company land. Section 8.
- Day Road (180): Crosses Riley Creek land. Section 30.
- Linder Ridge Road: A maintained dirt road that leads out to IEP land. Section 27.
- Mountaineer's Road (126): A road leading to Spokane Mountaineer's Chalet. Section 22.
- Ragged Ridge Trail (273 and 274): Old unofficial trails. The southernmost end splits into two trails leading to IEP land, and is blocked only with fallen trees. The east fork has several Kelly Humps to prohibit unauthorized use. Sections 7 and 13.
- Ragged Ridge Pass Trail (272): An old road. The east end has Kelly Humps and is closed from the IEP boundary road. The west end is brushy into IEP land, and is closed with Kelly Humps. Sections 36 and 1.
- Round Top Mountain Trail (280): A fire road leading to IEP land from Quartz Mountain Loop ski trail. It is closed with Kelly Humps. Section 34.
- Blanchard Ridge Trail (R4): An ATV trail leading directly to private land and Deer Creek Road. Section 7.
- Three Rocks Trail (192): A fire road leading to Three Rocks Department of Natural Resources (DNR) land. Section 10.
- Deer Creek Trail (194): An old road leading to IEP land. Section 8.
- West Boundary Trail (181): An unofficial trail leading to private land. Section 25.

# SUMMER TRAIL USE MANAGEMENT

## General Policy Direction

**Motorized use:** Except for the use of “other power-driven mobility devices (OPDMDs)” by people with mobility disabilities, motorized use of park trails and primitive roadways will only be permitted by special permission of the Park Manager or his/her designee.

## Programmatic Activities

It is expected that all projects will involve substantial volunteer participation.

## Relationship with Concessionaire and Adjacent Landowners:

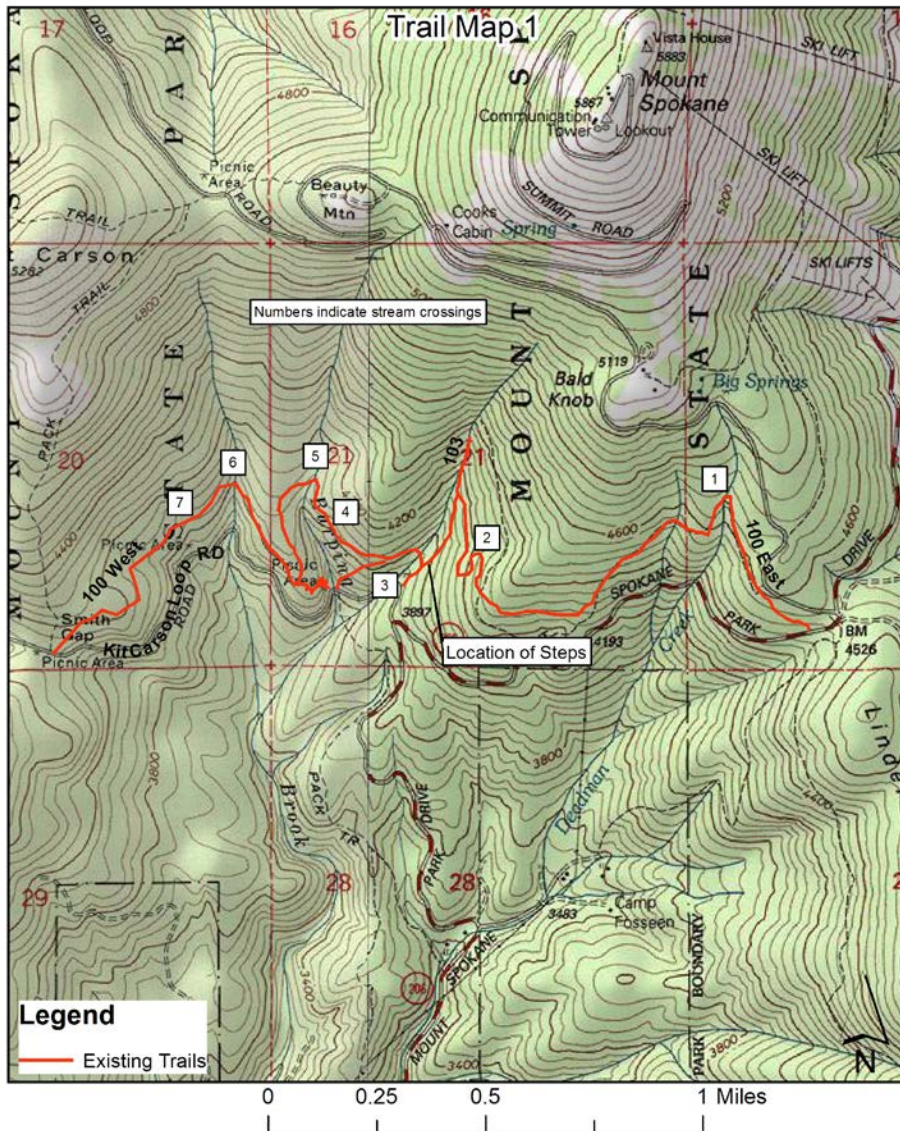
Park staff will coordinate with Regional staff to seek owner’s permission to place and maintain one trail map structure at the Bear Creek Lodge trailhead.

Park staff will coordinate with the Regional staff, Concessionaire, the Friends of Mount Spokane State Park, and mountain biking user groups to explore, design and assess a downhill, technical mountain biking trails system within the alpine ski concession area.

Park staff will coordinate with the Regional Stewardship Program and the Regional Planner to maintain periodic discussions with adjacent landowners to assess and formalize existing and additional cooperative trail management opportunities.

# Trail Improvement and Maintenance Projects

Map 1

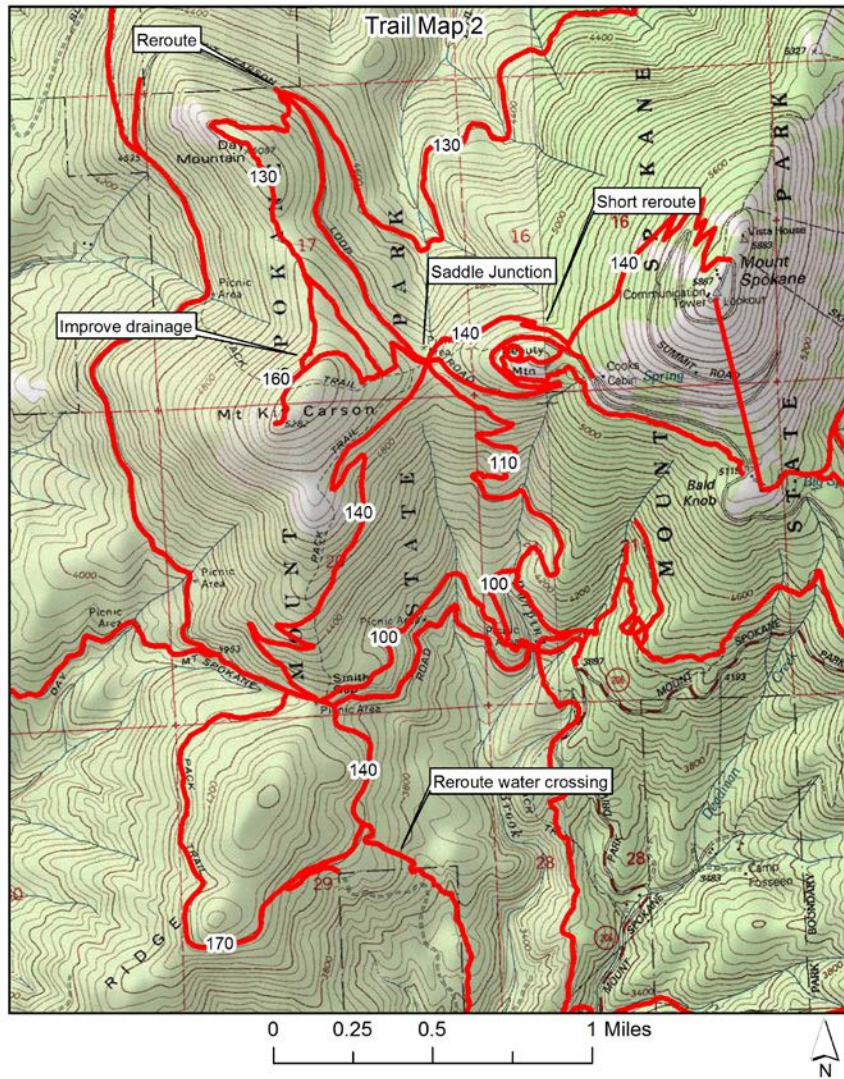


- Improve numerous stream crossings to meet current standards on Trail 100 East (2 small streams at sites 1 and 2), Trail 100 West (3 major streams, 2 smaller streams, and 1 spring at sites 3, 4, 5, 6 and 7) to prevent unnecessary sedimentation in Park streams and to ensure safe summer and winter non-motorized use for this critical trail. Also provide safe sources of drinking water for stock near stream crossings.
- Restore and maintain the upper portion of Trail 103 and connect to Trail 100 East. This dead-end trail will provide hikers with good, streamside solitude. Provide a sitting bench at the end of the trail. Close the lower, unnecessary portion of this trail to prevent further erosion from the side stream.
- Reroute Trail 100 East near its junction with the east fork of Burping Brook and the Lower



Kit Carson Loop Road trailhead by continuing the trail down the slope and eliminating the current steps. The goal is to make this short section of trail more passable for equestrians and cyclists while preventing erosion. *Project completed in 2012.*

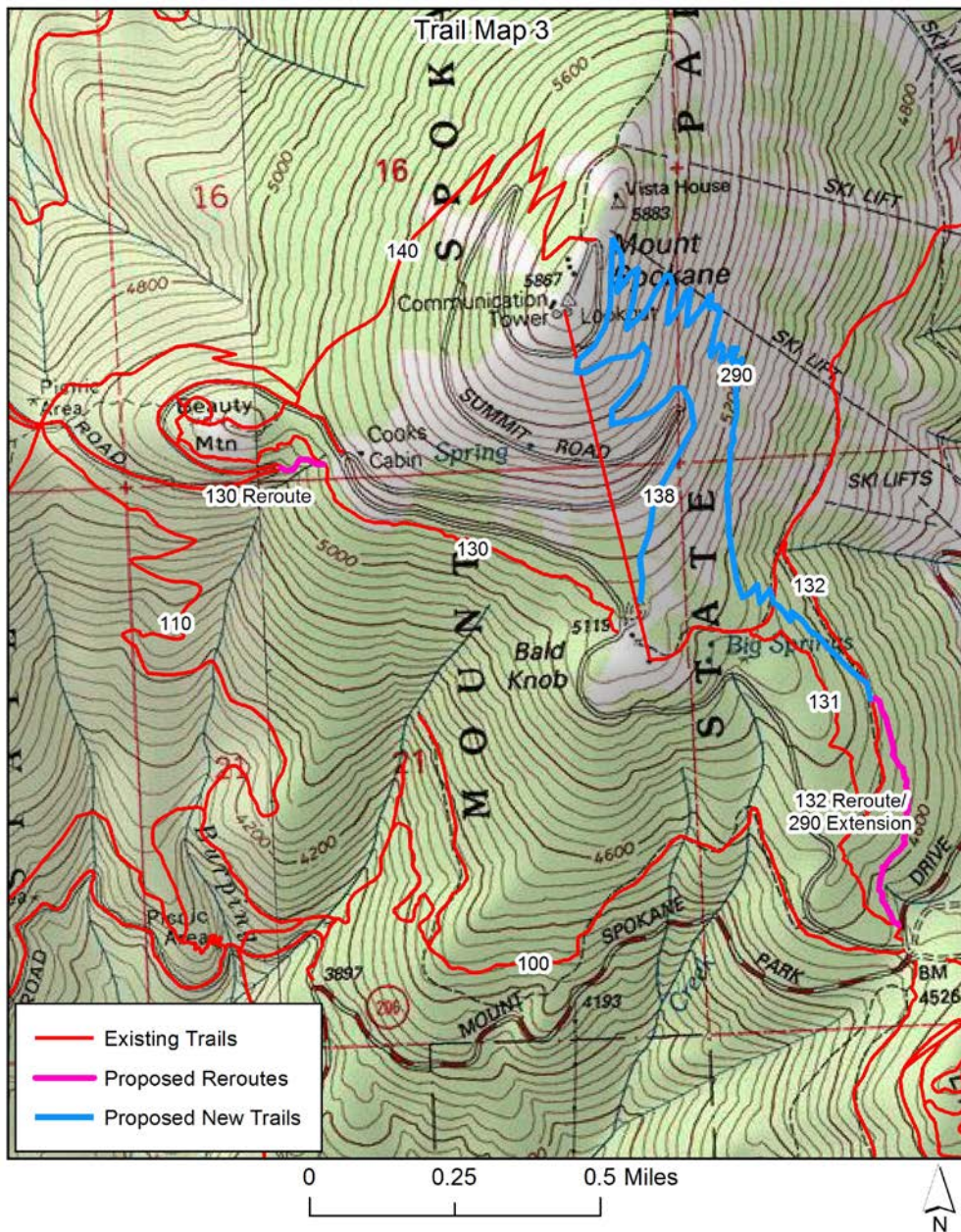
Map 2



- Add a connecting trail between Saddle Junction and the upper part of rerouted Trail 140 below the Kit Carson meadow to eliminate the uphill portion of Trail 140 around the base of Mt. Kit Carson. Decommission old fire road trail around base of Mt. Kit Carson. *Project completed in 2013.*
- Eliminate the trail dip in upper Trail 140 just north of the CCC Heritage Area by rerouting the trail higher on the slope. *Project completed in 2013.*
- Repair and reroute sections of upper Trail 140 to eliminate erosion problems and meet current standards. This will be the upper portion of the designated downhill cycling route. This project needs to be coordinated with the alpine concessionaire. *Project completed in 2013.*

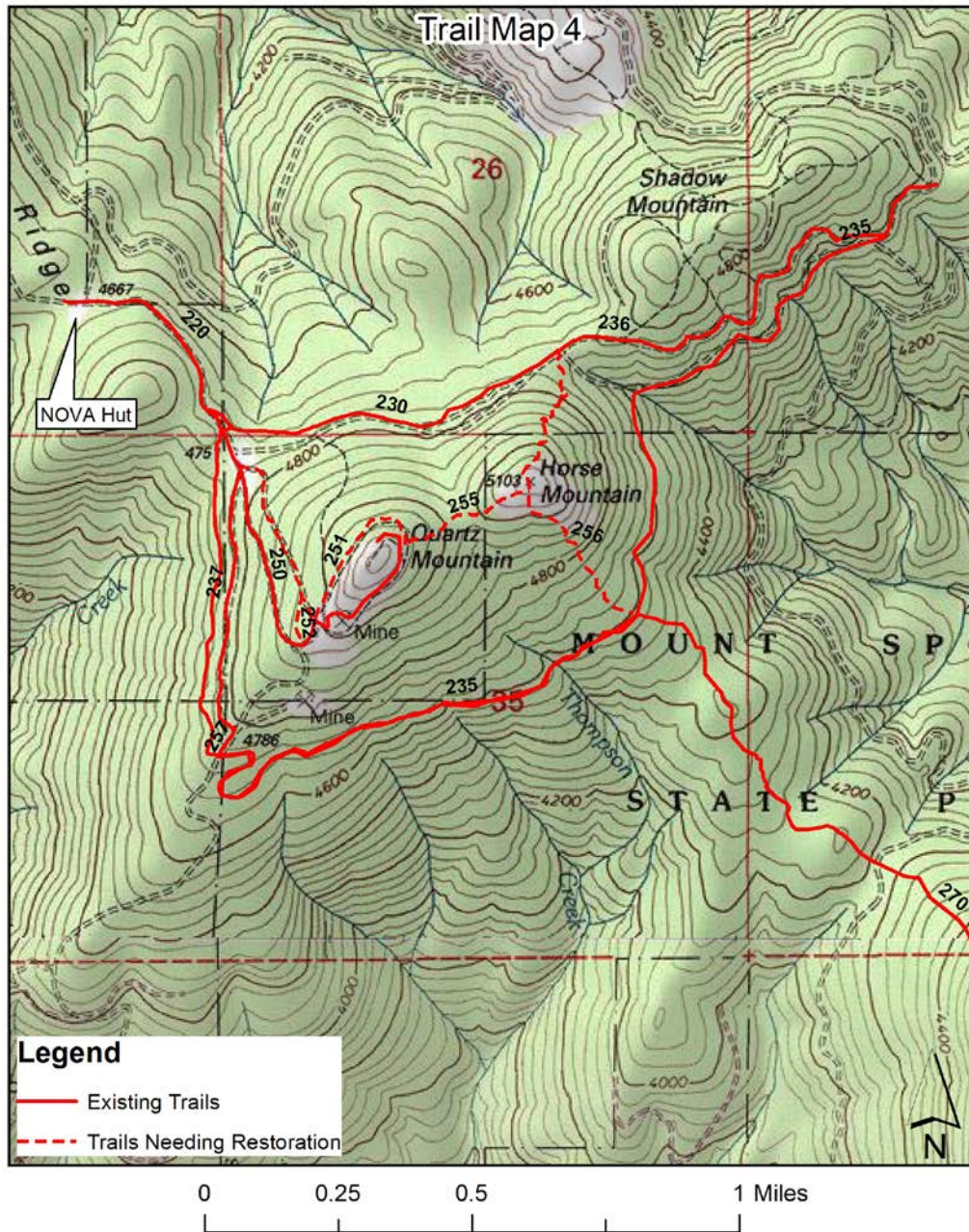
- Reroute existing Trail 140 between Smith Gap and the Mount Kit Carson meadows, and close existing trail to summer use. The corridor may continue to be used as an ungroomed snowmobile route. Maintain existing trail configurations as much as possible around and through the Kit Carson Meadows. *Project completed in 2011.*
- Reroute Trail 160 from its junction with Trail 140 to the Kit Carson Summit to eliminate the erosion problem. This reroute will also separate snowshoers from snowmobilers during the winter. Improve drainage on Trail 160 North. *Project completed in 2014.*
- Eliminate fall line trail off Mount Kit Carson through meadow.
- Reroute portions of Lower Trail 140 and improve drainage and water crossings to meet current standards for multiple use, and particularly for mountain biking. Short alternate side routes may be considered around areas with low sight visibility. Eliminate unauthorized trails.
- Improve the switchbacks on Trail 130 West from the summit of Day Mountain to the Upper Kit Carson Loop Road to meet current standards and reopen for biking. *Project partially completed in 2012.*

Map 3

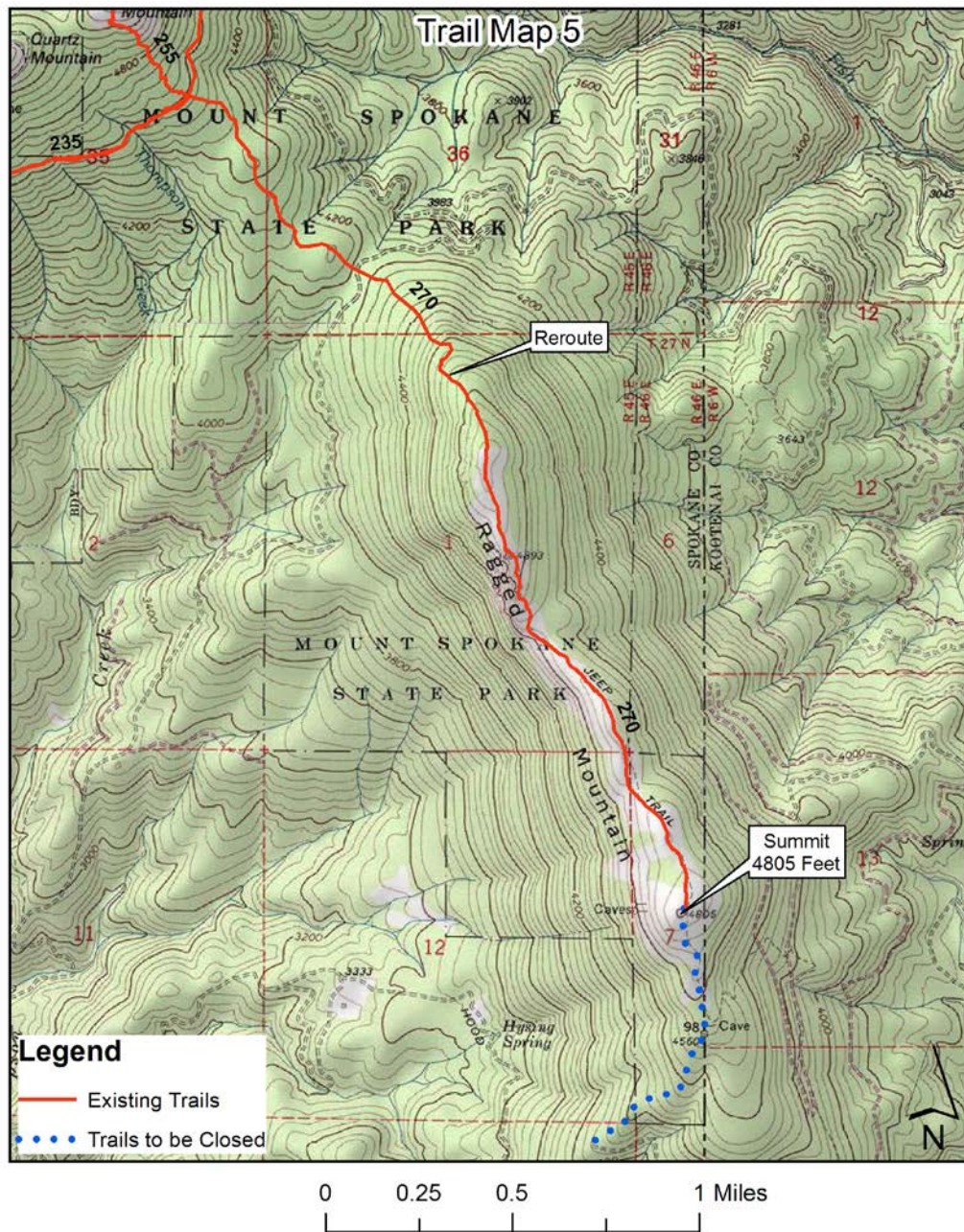


- Reroute two sections of single-track Lower Trail 132 to meet current standards for heavy bicycle use and minimize erosion issues. This will serve as the continuation of proposed new trail 290.
- Reroute the junction of Trail 130 at the bottom of the CCC Heritage Area where it joins the Kit Carson Loop Road so that it is closer to the switchback in the Loop Road and avoids the Heritage Area.
- Close and re-vegetate unauthorized trails near Bald Knob.

Map 4



- Re-establish existing system of trails on the upper elevations of Quartz Mountain with an emphasis on loop trails, and reroute Trail 251.
- Improve and maintain Horse Mountain Trail 255 to meet current standards. Reopen and maintain existing Horse Mountain summit to Quartz Loop Trail 256. Add switchbacks to steep upper portion. Improve and maintain the Horse Mountain North (258) and Horse Mountain South (257) trails to meet current standards.

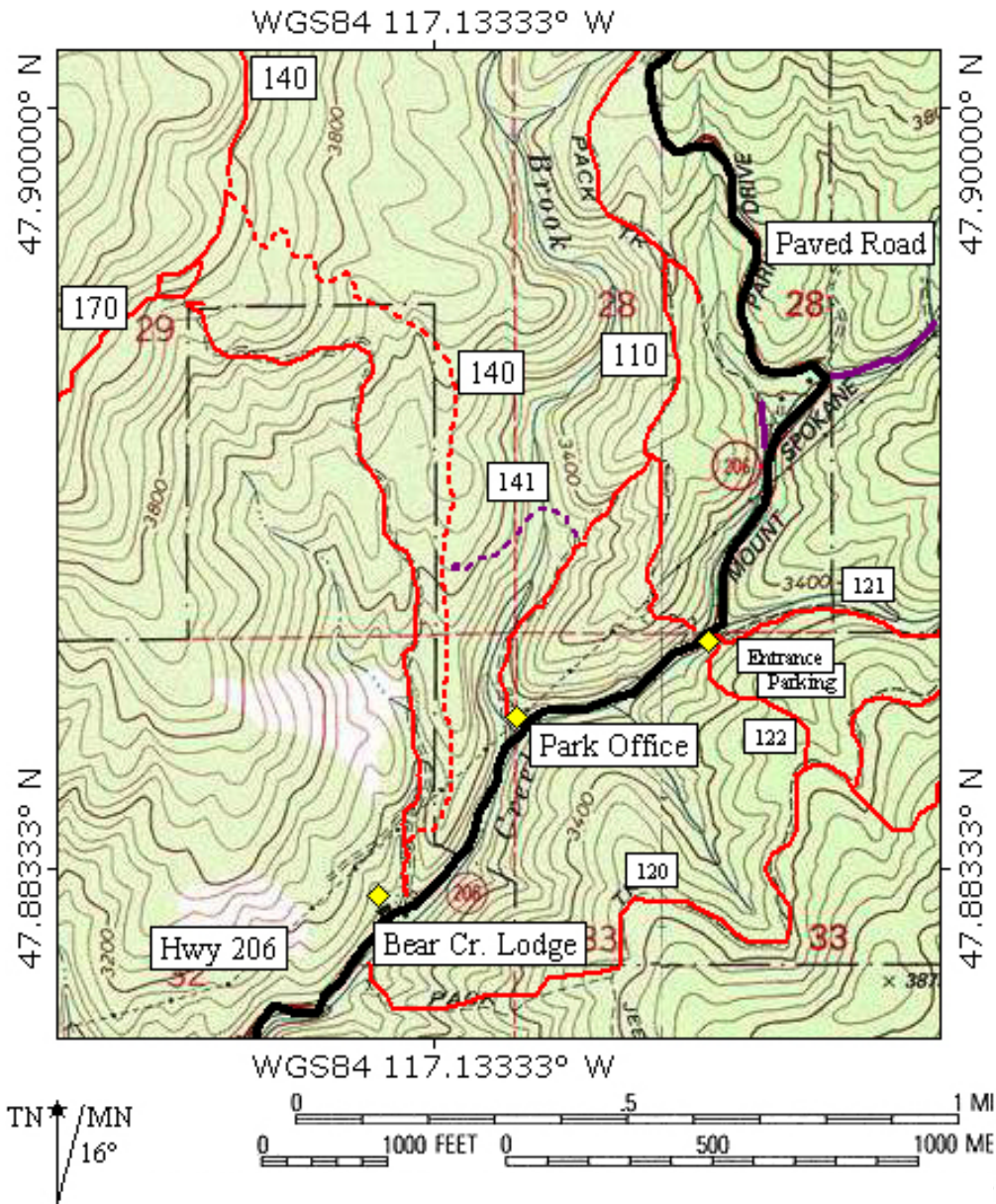


- Improve and maintain Ragged Ridge Trail from the Quartz Mountain Loop Trail to the 4805' summit to meet current standards. The portion of the trail on Ragged Ridge itself need only meet standards for pedestrian use. Close and re-vegetate existing trail south of 4805' summit once ATV and equestrian use has been eliminated.
- Enlarge parking area at the Day Road Entrance for summer use (See Map 7).
- The CCC Heritage Area will be closed to both bikes and horses, except on the historic roadway leading into the area. The existing unofficial trail across the top of Beauty

Mountain and all other unofficial trails in the CCC Heritage Area will be closed to all uses and revegetated, and the rock walls will be repaired.

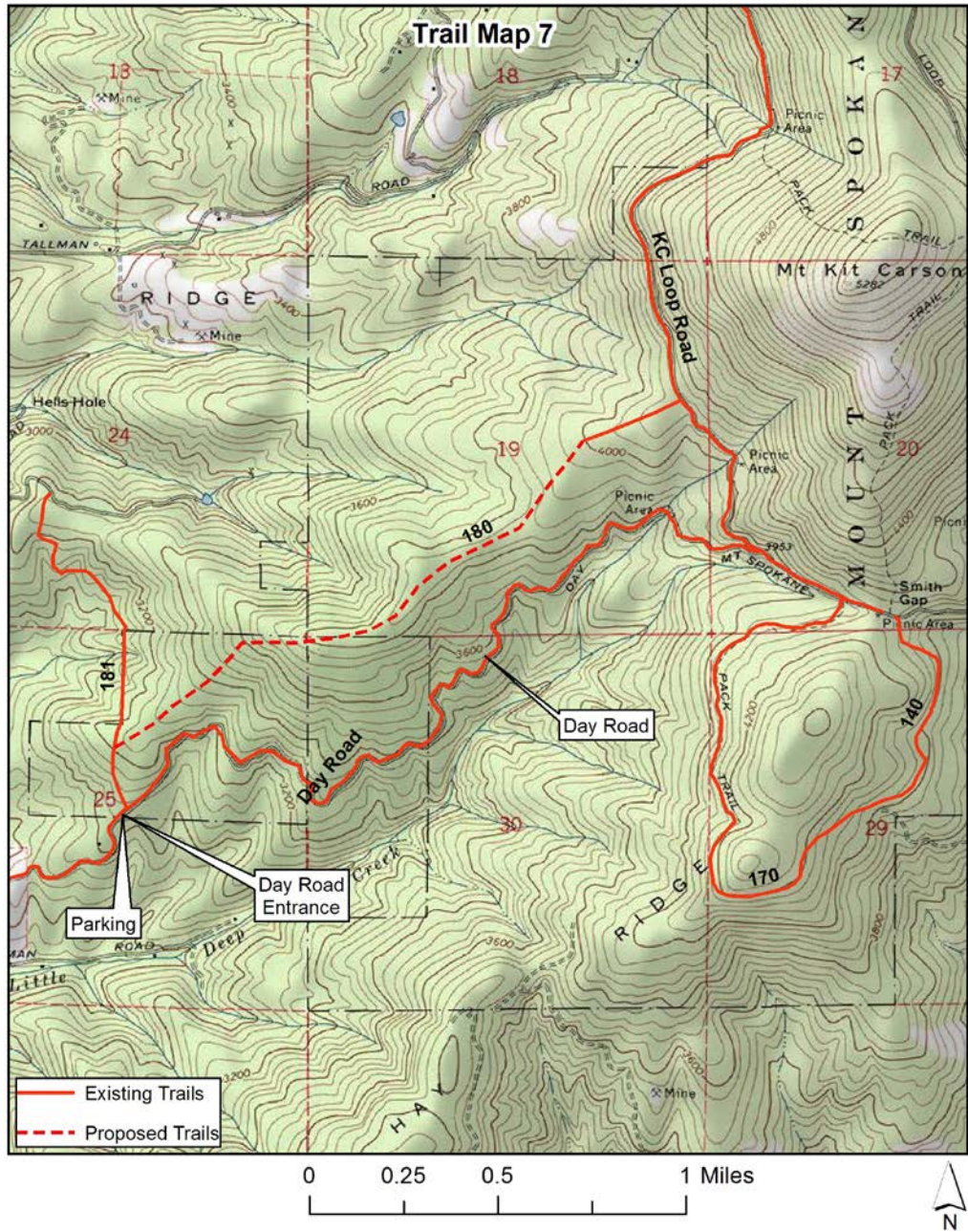
## New Trail Development

Map 6



- Trail 141: Connect lower Trail 110 or Trail 111 with lower Trail 140 just north of the park office and at the southern boundary of the Deadman Creek NFA. This single-track, multi-use trail will create an additional loop option and eliminate the need to walk on the state highway and cross private property to connect Trails 140 and 110. (See Map 6)

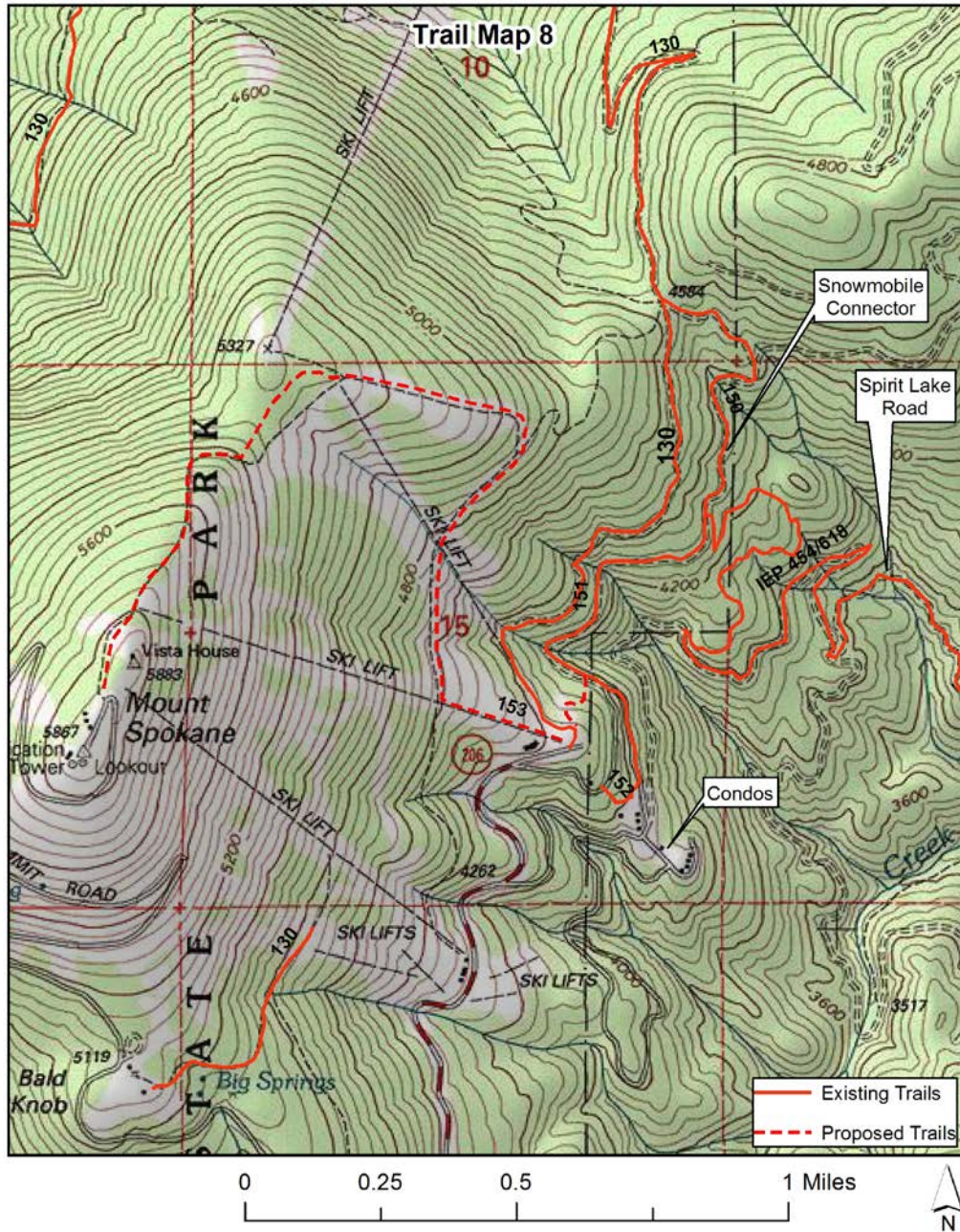
Map 7



- Trail 180: Create a single track, multi-use trail through the sparse trees atop or adjacent to the ridge just north of the Day Road to create a loop with the Day Road. (See Map 7).
- Trail 153: Create a new single track, multi-use trail to connect the Lodge 2 parking area with Trail 150. With this 0.2 mile connection, hikers, equestrians, and cyclists could park at Lodge 1, go to the end of the pavement at Lodge 2, continue to Trail 150, head north to the Trail 153 connector and get to the Spirit Lake Road, the Brickel Creek Road, and

eventually, the Brickel Creek Walking Trail. This trail would accommodate a regional trail plan by improving a connection to a trail system outside the park (See Map 8).

Map 8



- Trail 290: Construct a new single track trail for mountain biking from the Mt. Spokane summit south of Chair 1 to the bottom of the B-29 alpine ski run, and connect to Trail 132, then to new Trail 120a. Consider adding technical features. Exact route and construction details are subject to approval by State Parks staff (See Map 3 and Figure 1).



- Trail 120a: Construct alternative single track trail routes along Trails 120 and 122 that will bypass the steepest sections in order to provide a higher quality experience for mountain bikers. These routes should return to the existing trail for all stream crossings and may include additional technical features for mountain biking. Trails 290, 120a, and other trails built for bicycling within the alpine ski area will be the only trails where technical features for mountain biking are permitted (See Figure 1).
- Trails 291-299: Construct a series of mountain biking only trails within the alpine ski area in cooperation with the alpine ski area concessionaire (See Figure 1).
- Trail 138: Construct a new single-track trail from the Bald Knob Campground to the Mt. Spokane summit south of proposed Trail 290. Downhill biking will be prohibited on this trail (See Map 3).
- Consider developing a system of new trails primarily for cross-country mountain biking in the Deadman Creek area, if routes can be found that limit natural resource and maintenance impacts. These trails could include rerouting the steepest climbs on the trail from the lowest park restroom to the Sno-Park, and adding an east-west traversal from the Day Mount Spokane hairpin turn/parking area crossing Trail 290 at 4200 feet (See Figure 1).

### **User Information/Education**

- Park Brochure: A general park brochure including a detailed trail map, trail descriptions, and park rules will continue to be readily available to all park visitors. This brochure will continue to be produced in cooperation with the Friends of Mount Spokane State Park. Park staff will retain the original electronic copy.
- Ragged Ridge Brochure: A brochure describing the unique ecology of the Ragged Ridge Natural Area will also be produced in cooperation with the Friends of Mount Spokane State Park. This brochure will contain a map and other information about the area.
- Trail User Yield Signs: Yellow, triangular summer trail user yield signs will continue to be posted at main trailheads. The sign indicates that cyclists yield to hikers and equestrians, and hikers yield to equestrians.
- Trail ID Signs: All official trails in the park will be clearly marked at junctions and trailheads with the trail number or name.
- Trailhead Bulletin Boards: Each major trailhead will have a bulletin board with relevant, updated park and trail information. New bulletin boards will be added at the Day Road Entrance and the Bear Creek Lodge entrance.
- Recorded Phone Message: The winter snow line will be expanded and used year round to provide regular updates on trail conditions, park activities, wildfire risk, temporary closures/restrictions, etc.
- Trail Mileage and Elevation Signs: Selected trails will have signs indicating the mileage

from the trailhead and the elevation above sea level.

- CCC Area Cultural Resource Protection: To protect the historic rock walls and walkways from damage, a walking-only zone will be designated within the CCC Heritage area. Biking and horseback riding will be restricted to the existing roadway between the Kit Carson Loop Road and the CCC cabin. Signs will direct users to Trails 130 and 140. A welcoming interpretive sign, including the rules for the Heritage Area, will be installed at the main entrance to the area.
- Interpretation of Historic Sites: Interpretive signage will be installed at the CCC Cabin, the Vista House, the Cook's Cabin area, and at the old lodge foundation to help the public understand the need to protect these areas from damage.
- ORV Access to Ragged Ridge: Park staff will continue to work with representatives of Inland Empire Paper Company (IEP) to implement additional measures to close Ragged Ridge to ORV and equestrian access.
- ORV Access to Other Areas: Park staff will work with adjacent landowners to close Hay Ridge and the Kit Carson Loop Road in Section 8 to ORV access.
- Park Guidebook: A comprehensive guidebook for Mt. Spokane will be produced by the Friends of Mt. Spokane State Park.
- Mountain Biking Brochure: A brochure describing mountain biking opportunities and the management plan at Mt. Spokane will be produced by the Friends of Mt. Spokane in cooperation with local bike groups. Consider adding this information to the State Parks website
- Trail Use Rules: Signs listing trail use rules will be posted at the trailheads.

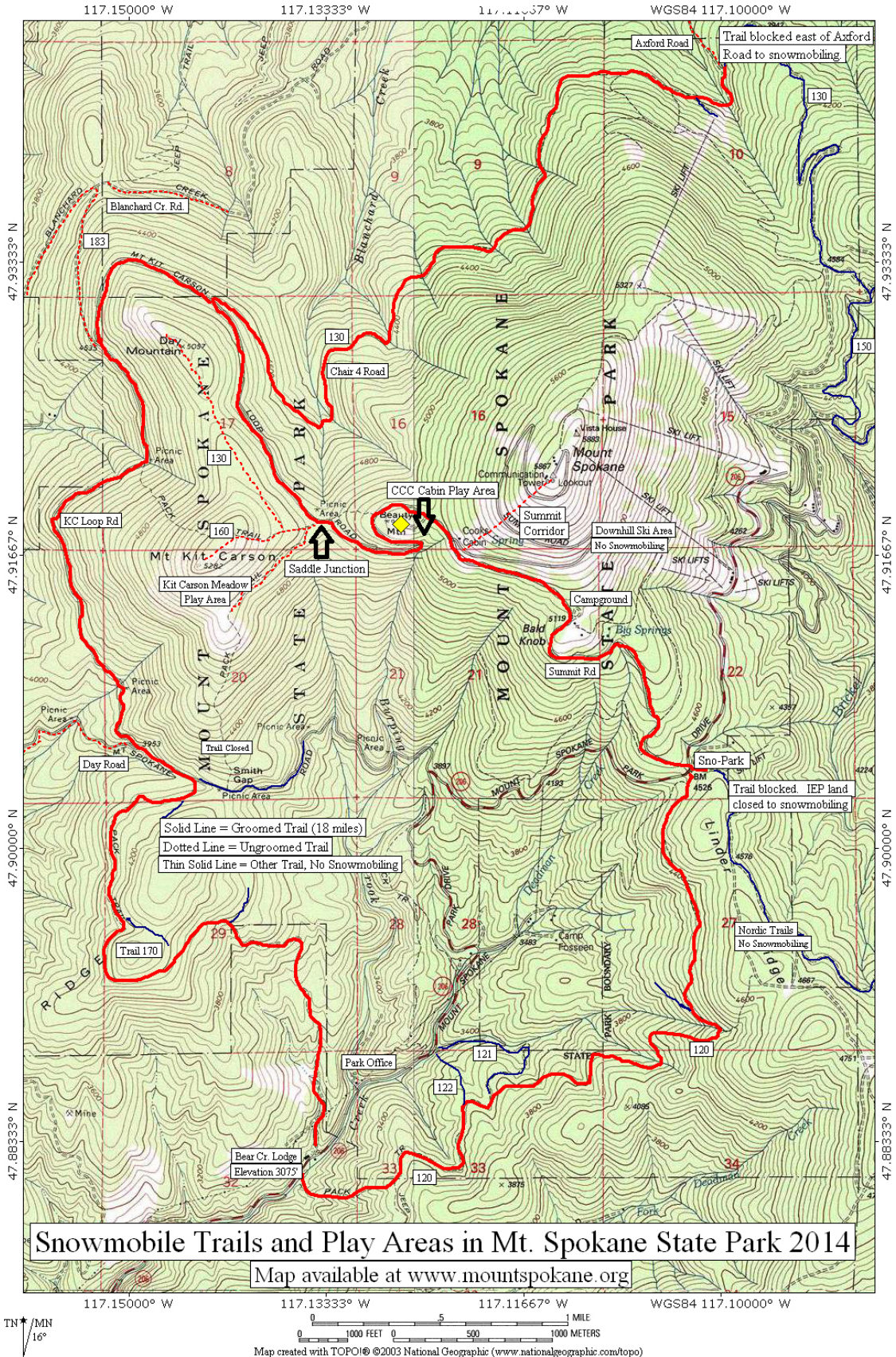
# WINTER TRAIL USE MANAGEMENT

## General Policy Direction

**Snowmobile Use Area:** Except for the use of “other power-driven mobility devices” (OPDMDs) by people with mobility disabilities, recreational snowmobiling is permitted in designated areas only (see WAC 352-20-020), namely on groomed snowmobile trails, designated ungroomed overland snowmobile trails, and in designated snowmobile play areas. Use of snowmobiles in the nordic ski area is not permitted except for grooming, transporting injured skiers, and other administrative purposes. Overland use of recreational snowmobiles in the alpine ski area is not permitted except in areas where the Concessionaire has completed a review of potential operational and environmental impacts and a use license has been issued by the Agency under the State Environmental Policy Act (SEPA). Impacts of snowmobiles on natural and cultural resources, as well as risks to visitor safety and the quality of the winter trail experience will be measured and managed using the same system as for summer park use.

Current designated snowmobile use areas are: the groomed snowmobile trail [on Trails 170, the Kit Carson Loop Road, the Chair 4 Road to Axford Road, the Summit Road to Cook’s Cabin, and Trail 120] as well as the ungroomed play areas in the Beauty Mountain meadow and CCC area, the Mount Kit Carson meadow, Day Mountain meadows, and the corridor to the summit. The Day Road, the Blanchard Creek Road, the Connector Road, old Trail 160 to the summit of Mt. Kit Carson, , and Trail 130 to Day Mountain from Saddle Junction are also currently open to snowmobiling (See Map 10).

Map 10



**Snowmobile Use Seasons:** Groomed trails may be opened to snowmobile use prior to grooming activities at the discretion of the Park Manager. Grooming activities will generally proceed after grooming equipment operators determine that adequate snow cover has accumulated to protect roadbeds and machinery from damage. Designated snowmobile areas will be seasonally opened to use between December 1<sup>st</sup> and April 30<sup>th</sup> when adequate snow cover has accumulated to protect park natural and cultural resources and allow for safe operation. Snow depths of 12 to 18 inches are typically needed to protect natural and cultural resources. Adequacy of snow cover will be evaluated by park staff throughout the season via site visits and observations.

A determination of adequate snow cover will be based on the following criteria:

1. **Snow depth:** A minimum snow depth of consolidated snow will be required to open a given snowmobile play area or un-groomed overland trail. Adequate consolidated snow depths will vary, but snow stability and depth for safe operation and protection of underlying resources must be assured. Snow depth will be measured in several locations with varying aspect, elevation, and terrain features to verify that the minimum snow depth requirement has been satisfied. A given snowmobile play area or un-groomed overland trail may be closed at times when snow depth becomes inadequate in any location within the area. During years of unusually low snow accumulations, play areas and un-groomed overland trails may be closed at the discretion of the Park Manager.
2. **Projected Snow Conditions:** At the discretion of the Park Manager, play areas and un-groomed overland trails will only be opened when there is adequate snow cover between December 1<sup>st</sup> and April 30<sup>th</sup> each year.

Designated un-groomed overland snowmobile trails and designated play areas may be subject to additional seasonal closures to protect sensitive wildlife species listed as “species of concern” in Washington State. Decisions to institute special seasonal closures will be made with the cooperation and consultation of the Department of Fish and Wildlife (WDFW), and allow for participation by representatives of snowmobile user groups.

**Publicizing Snowmobile Closures:** Between December 1<sup>st</sup> and April 30<sup>th</sup>, dated closure (and opening) notices will be posted on park entrance and Sno-Park bulletin boards. The recorded telephone snow line message will include updates on all trail closures. The park will notify the Winter Recreation Program with daily snowmobile and Nordic ski condition updates for inclusion on the State Parks on a web site. Emergency closures will be communicated through the State Parks Winter Recreation Program Twitter account.

**Nordic Track Skiing:** Nordic track skiing is available on the designated groomed Nordic ski trails. Grooming standards are specified by the Spokane Nordic Ski Education Foundation grooming committee.

**Backcountry Skiing:** Backcountry skiing is permitted in all areas of the park (including snowshoe trails) except for the patrolled part of the alpine ski area. Backcountry skiing may be limited in certain areas if it is determined that it may cause adverse impacts to wildlife. Backcountry skiing in the nordic area in a manner that disturbs track grooming is not permitted. Backcountry skiing is

permitted on Ragged Ridge. Backcountry and alpine skiing on groomed snowmobile trails is not encouraged in order to minimize conflict between trail users traveling at differing rates of speed.

**Snowshoeing:** Designated snowshoe trails are available in the park (See Map 12). They include Trails 100, 101, 103, 110, 130 from Bald Knob to Beauty Mountain, 131, 140, as well as a 0.5 mile winter-only route from Bald Knob to the Mount Spokane summit, and a 0.1 mile off-trail route in the Big Spring area (See Map 6). Snowshoeing is also permitted on Ragged Ridge. Except where designated, snowshoeing is not permitted on groomed snowmobile trails or within the alpine ski area. Snowshoeing is also not permitted on groomed nordic ski trails. Parking for snowshoeing is available near the park entrance at the trailhead for Trail 110, at the Lower Kit Carson Loop Road Sno-Park, and along the road next to the Snowmobile (Lower Selkirk) Sno-Park.

**Dog Sledding/Skijoring:** Dog sledding and skjoring are permitted on the groomed snowmobile trails. Additional groomed nordic ski trails will be considered for skjoring including the Linder Ridge and Mica Roads.

### **Programmatic Activities**

It is expected that all projects will involve substantial volunteer participation

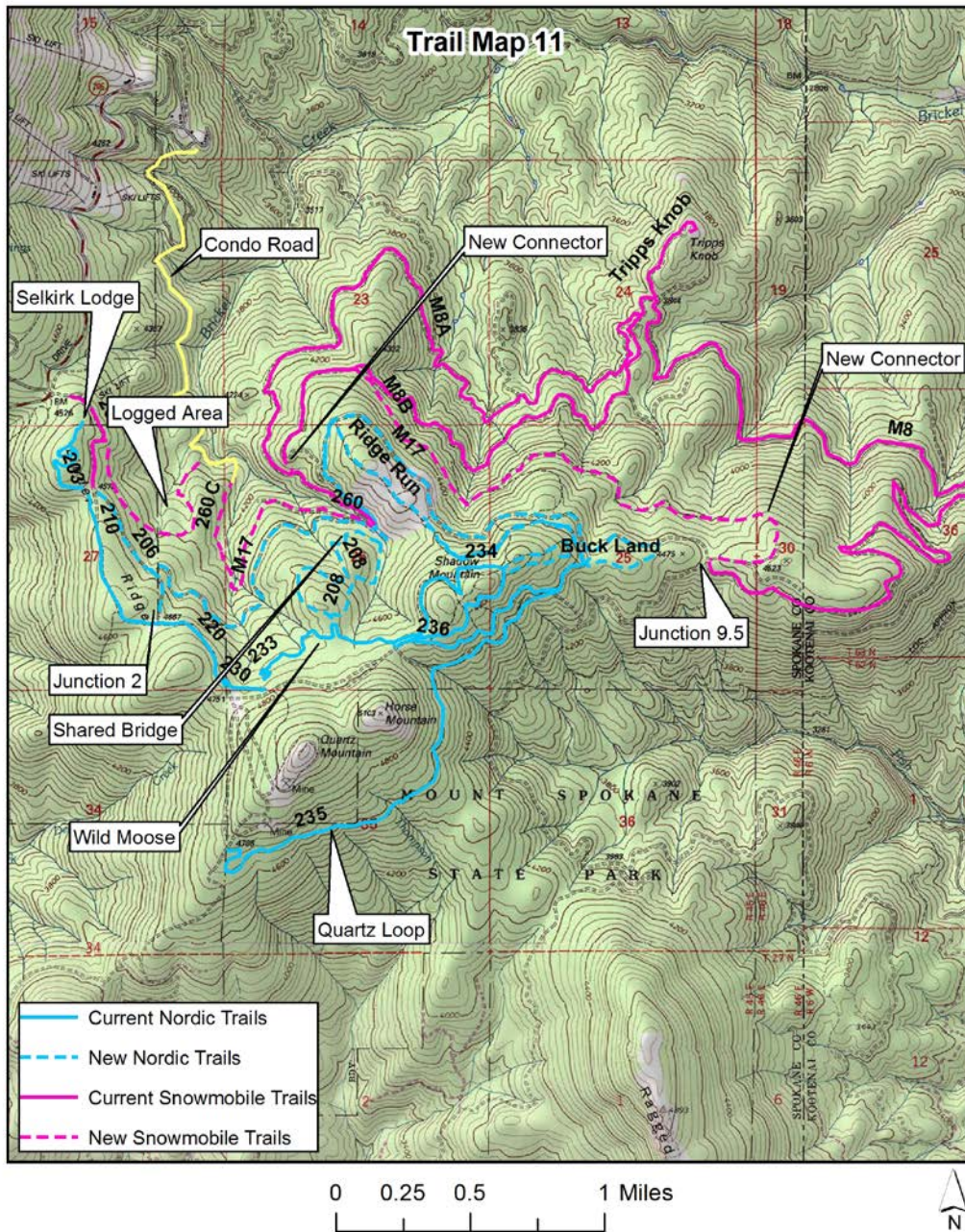
### **Trail Improvement and Maintenance Projects**

- Trail 137: Create a short, marked winter route connector between Trail 131 and Bald Knob so that snowshoers and backcountry skiers can cross the creek and climb directly to the campground area without traversing the B-29 alpine ski run. See Map 6.
- Designate the straight fall line route between the Bald Knob restrooms and the KXLY TV towers as a snowshoeing and backcountry skiing route to and from the Mount Spokane summit (See Map 6).

### **New Trail Development**

- Trail 262 (the Frost Connector): Connect upper Moose Meadows Trail 261 with Wild Moose Trail 233 so that nordic skiers can avoid two steep hills if desired.
- Construct a new trailhead Sno-Park parking area south of the current snowmobile Sno-Park lot. Construct a groomed nordic trail (209) to connect the lower parking area with the Valley View nordic trail.

Before development, new winter trails must be approved by the Winter Recreation Program.



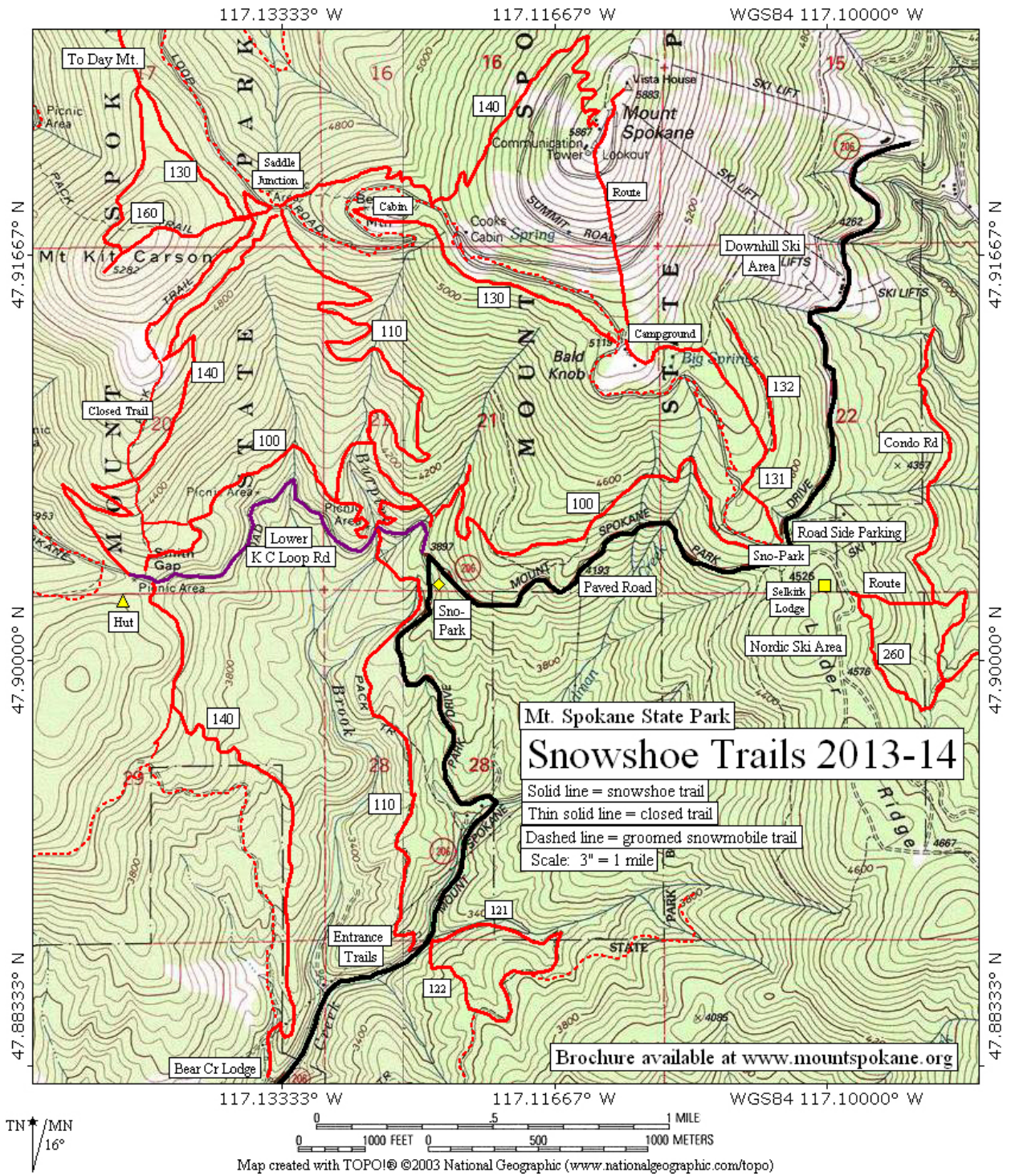
- Trail 260: Construct a new connecting groomed snowmobile trail, approximately 0.5 mile in length to connect the Linder Ridge Road at the Mountaineer’s property line to the Condo Road connector on IEP property. Along with numerous improvements to both the snowmobile and nordic ski trail systems on IEP property, Trail 260 will make it possible to designate the Linder Ridge Road for nordic skiing, thereby providing an important, relatively flat section of new trail for skate skiers and beginners (See Map 11). If Inland Empire Paper Company (IEP) continues to prohibit snowmobiling on its lands, construction of this trail will not be necessary. However, the existing original roadbed

should be considered for snowshoeing as a route from the Selkirk Lodge to access IEP property.

- Re-open existing connector road between Linder Ridge Road and Junction 2 and groom for nordic skiing (See Map 11).
- Construct a new groomed nordic trail connection from the back of the Selkirk Lodge (or off the Mount View Trail) to the bottom of the drainfield area and the Linder Ridge Road. The Linder Ridge Road/M-17 Road would then be groomed for nordic skiing from about 100' east of the Trail 260 junction to the 9.5 junction on IEP property. Additional connecting trails on IEP property will also be opened for groomed nordic skiing. Existing groomed snowmobile trails will be accessed via the Condo Road, a new connector between Road M8A and M8, Road M8B, and a new connector between M8B and the existing snowmobile trail that loops into Idaho (See Map 11). The expanded nordic trail system will connect with park property at: 1) the Linder Ridge Road at the Section 27 boundary, 2) the Wild Moose Trail (possibly in two places), and 3) the Twin Lakes trail near the switchback with the Quartz Loop trail. Note: This project was essentially completed in 2011 with the elimination of snowmobiling on IEP lands and subsequent grooming for nordic skiing.



Map 12



## **User Information/Education**

- **Nordic Trail Maps:** Trail maps produced in cooperation with the Spokane Nordic Ski Education Foundation will be placed and maintained at each intersection with “You Are Here” indicated appropriately. Printed trail maps will also be stocked and available in the Selkirk Lodge.
- **Recorded message Phone Line:** The daily snow line update will continue to be recorded by park staff. Snow, weather, grooming, and trail conditions for both nordic skiing and snowmobiling will be included. Any closures will also be noted.
- **Nordic Trail Signs:** Nordic ski trails will be labeled with their respective names and difficulty ratings on a sign at each junction. Colored arrows and old trail numbers will be removed.
- **Backcountry Skiing and Snowshoeing Trail Signs:** Plastic blue diamond markers will be tacked to trees to mark snowshoeing and backcountry skiing trails and routes.
- **Posting of Nordic Skiing Rules:** Rules for nordic skiing in the park will be posted inside the Selkirk Lodge.
- **Snowmobile Trail Map:** Snowmobile trail maps will be placed at key intersections and trailheads. Each map will indicate “you are here.” Sign locations will include: Bear Creek Lodge trailhead, the Day Road and Kit Carson Loop Road junction, Kit Carson Loop Road and Chair 4 Road junction, the Chair 4 Road and Axford Road junction, and the snowmobile parking lot.
- **Snowmobile Brochure:** A Mount Spokane State Park snowmobiling brochure, produced in cooperation with the Spokane Winter Knights Snowmobile Club, will be available at the parking areas. The brochure will contain a snowmobiling trail map for the park and surrounding area, a map or photo of the summit corridor, and it will indicate the groomed trail, ungroomed snowmobile trails, and play areas. It will also contain the rules and other relevant information for safe snowmobiling in the park.
- **Snowmobile Trail Signs:** Signs consisting of plastic orange diamonds tacked to trees will mark the groomed snowmobile trail throughout the park. Larger orange diamond signs will contain a picture of a snowmobile with the words “Stay on trail.” These will be posted in areas where snowmobilers commonly ride out of bounds.
- **Summit Corridor:** Install and maintain any necessary signs, snow fence, and bamboo poles, as well as user education activities related to the Mount Spokane summit snowmobile corridor, using assistance from the Concessionaire, volunteers, and coordination provided by the alpine area ski patrol and the Spokane Winter Knights Snowmobile Club. An adjustable-height sign containing a map/photo of the corridor and concise directions for its use will be maintained at the bottom of the corridor. This sign contains an open/closed indicator for the corridor.
- **Posting Snowmobile Rules:** A full listing of the rules for snowmobiling at Mount Spokane

State Park will be posted at the main snowmobile trailheads.

- Staff will enforce state laws and park regulations; particularly emphasizing unsafe operations. Unsafe operation includes excessive speed, excessive noise, soil and vegetation damage, property damage, human and wildlife harassment and endangerment, operation while under the influence of alcohol or narcotics, unregistered operation, and the improper use and crossing of public roadways.

# **Attachment A: Washington State Parks & Recreation Commission Trail Goals and Policies**

Adopted December 2, 2004

The following goals and policies provide guidance for trail planners and managers in the development and use of State Parks' trails.

Section I	Non-Motorized Trail Goals and Policies.....	2
Section II	Water Trail Goals and Policies .....	6
Section III	Winter Non-Motorized Trail Goals and Policies .....	10
Section IV	Winter Motorized Trail Goals and Policies.....	14

## Section I: Nonmotorized Trail Goals and Policies

The following goals and policies provide guidance for trail planners and managers in the development and use of State Parks non-motorized trails:

### Definitions:

For the purposes of this policy, the following definitions apply:

- **Bicycle:**  
Any wheeled, operator-propelled equipment that transports the operator on land but not including wheelchairs or other devices utilized by persons with disabilities.
- **Dog-powered sports:**  
Any trail use wherein a person or device is drawn by or propelled by a dog or dogs.
- **Equestrian:**  
A person using pack or saddle stock (horses, mules, llamas, goats, etc.) on trails.
- **Non-motorized trail:**  
Any pathway used for muscle-powered recreational activities.
- **Pedestrian:**  
Any person who uses a trail on foot or in a manual or electric wheelchair (or similar mobility assistive device).

**Goal 1:** Provide a diverse and superb system of non-motorized trail opportunities in State Parks to include pedestrian, bicycle, equestrian and dog-powered sports and experiences and facilities for all persons, including those with disabilities.

### POLICIES:

- A. **The Trails Mission -** Providing trails for pedestrians, bicyclists, equestrians, dog-powered sports and persons with disabilities is part of the mission of Washington State Parks. Trails must be appropriately designed, constructed and maintained to effectively accommodate any or all of these non-motorized trail users. Trails must be appropriately designed, constructed and maintained to currently accepted standards to effectively accommodate the designated use(s) and protect the resource.
- B. **Variety of Opportunities -** Within the statewide system of trails managed by State Parks, a variety of trail experiences will be furnished. These range from highly developed, intensively managed trails to low-intensity primitive trails; from shared use trails capable of safely accommodating equestrian, bicycle, dog and foot use simultaneously to trails suitable for a single use only; from highly challenging trails desired by the most proficient users to trails that are highly accessible for users of diverse skill levels and physical abilities.

- C. Prioritization of Uses - In general, State Parks trails are designed and managed for pedestrian uses.

Shared use should occur wherever the resource base is adequate to give a desired recreational experience, and where resource impacts and visitor safety can be managed within acceptable levels. Evaluation of such appropriateness will be based on criteria established by the Director or designee.

Rail-Trails will be designed as shared use facilities (utilizing parallel paths of hardened and soft surface where practical), unless specific conditions make such designation infeasible.

In larger parks, quality trail opportunities for pedestrians, bicyclists, dog-powered sports enthusiasts and equestrians may be provided where suitable.

Shared use trails are encouraged in Resource Recreation classified areas in large parks where they can meet all approved evaluation criteria.

Trail use allocations may be made on the basis of location, time or both. Trail use allocation will be made in a manner that is efficient and effective to manage at the park level and is clear and simple to follow by trail users.

- D. Minimize User Conflicts and Safety Hazards - Trail use etiquette will be standardized within the State Parks system.

Trail access points should be properly signed to indicate allowed and prohibited uses, to prevent conflicts due to unauthorized use.

Efforts will be made to regularly educate park users and staff in areas of conflict resolution, safety issues and appropriate use of shared use facilities.

**Goal 2: Construct and Maintain Quality Trails**

**POLICIES:**

- A. Standards to Reflect Use - Trails and related facilities are to be constructed and maintained to standards reflecting anticipated use, desired experience and natural resource protection. Trail information may be posted, where appropriate, along the trail using accepted standards.
- B. Stakeholder involvement – State Parks will solicit stakeholder involvement early in the process of planning for any project or facility.
- C. Shared Use Standards - If trails are shared, standards for the use with the most restrictive suitability requirements will be used.

- D. Standards to Remain Flexible - Trail standards represent requirements for typical sections of typical trails.

**Goal 3:** Enhance Trail Partnerships

**POLICIES:**

- A. Trail Linkages - State Parks shall work cooperatively with local, regional, state, tribal and federal jurisdictions, trail users, public and private organizations, and adjacent property owners in the development of regional recreation trails that are partially within state park areas or that provide connections to state park areas. The agency will support use of state park areas for such trails when those trails are designed and managed to allow access for State Parks visitors, are consistent with existing and planned uses within the park, adequately protect park resources, and do not significantly impair park security, manageability or visitor safety.
- B. Linear Parks (principally Rail-Trails) - State Parks should take an active approach to coordination with local governments in the acquisition, planning, design, development and management of linear parks. Partnerships with local governments in trail development, maintenance and law enforcement (where permitted) are encouraged where such efforts benefit park users, park resources, local government, and State Parks.
- C. Volunteerism - State Parks will actively encourage volunteer efforts in the design, placement, construction and maintenance of trails, on-going efforts for trail use etiquette education, and other items to improve the system of State Parks' trails.
- D. Partnerships with Private Land Owners - State Parks may explore the potential to manage private lands for trail use, including recreational leases on large tract forestlands and other partnership opportunities.
- E. New State Park lands – When new lands are acquired by the State Parks, continuation of historical use of existing trails should be studied and considered when continued use would meet existing trail policies.

**Goal 4:** Establish Consistent Standards for Equestrian, Dog-powered and Bicycle Use

**POLICIES:**

- A. Procedures - Guidelines for opening or closing trails for equestrian, dog-powered and bicycle use will be consistent.
- B. Presumptive Status - Equestrian, dog-powered and bicycle use will be prohibited unless specifically authorized.

**Goal 5:** Expand and Enhance Trail Opportunities for Equestrians, Dog-Powered Sports and Bicyclists.

## POLICIES:

- A. Linear Parks - Linear parks will be designed for equestrian, dog-powered and bicycle use where feasible. State Parks will continue to pursue completion of the cross-state trail system and be a strong advocate for a comprehensive program of interconnected trails of local, regional, state-wide, national and international significance.
- B. Non-Linear Parks - New trail opportunities will be identified and developed in state parks where equestrian, dog-powered and/or bicycle use is determined to be appropriate. As trail plans are prepared for individual parks, locations will be identified for new and expanded equestrian, dog-powered sports and/or bicycling trails, where appropriate. Proposals for new and enhanced trails will be regularly included in the agency's biennial capital budget requests.
- C. Destination Parks - Identify suitable parks as destination or preferred use sites for specific varieties of trail users. This may include consideration of capital budget requests and promotion of special events to provide unique opportunities for different users.

## Section II: Nonmotorized Water Trail Goals and Policies

The following goals and policies provide guidance for trail planners and managers in the development and use of State Parks non-motorized water trails and their associated facilities:

### Definitions:

- Water Trail:  
A route along a river or across other bodies of water such as lakes or salt water for people using small, beachable boats like kayaks, canoes, day sailers or rowboats.
- Water Trail Facilities :  
Facilities used by non-motorized boaters. These include launch and landing sites (sometimes referred to as trailheads), campsites, rest areas, and other points of interest.
- Water Trail Recreation Program:  
Program established to develop water trails, sites and supporting facilities (see RCW 79A.05.380).

**Goal 1:** Provide a diverse and superb system of non-motorized water trail recreational opportunities in a State Park trail system including experiences and facilities for all persons, including those with disabilities.

## POLICIES:



- A. The Trails Mission - Providing water trails for a wide range of non-motorized boating users is part of the mission of Washington State Parks. Water trail facilities must be appropriately designed, constructed and maintained to effectively accommodate any or all of these non-motorized trail users and to protect the resource.
- B. Variety of Opportunities - Within the statewide system of trails managed by State Parks, a variety of water trail facilities should be furnished. Top priority is to provide sites, within a day's travel of each other, that offer a safe harbor for water trail users.
- C. Minimize User Conflicts and Safety Hazards.
  - Water trail facility use will be standardized within the State Parks system.
  - All trail access points will be properly signed to indicate allowed and prohibited uses, to minimize to user conflicts and/or resource damage due to unauthorized use.
  - Where appropriate, efforts will be made to educate park users and staff in areas of conflict resolution, safety issues and appropriate use of shared use facilities. Adherence to applicable low impact trail use guidelines such as "Leave No Trace®" should be displayed and encouraged.
  - Water trail facility restrictions such as group size etc. are reasonable management tools. Such restrictions shall be posted and enforced at all shoreline access points and boat launch areas and at intervals on the water trail where deemed appropriate.

**Goal 2: Construct and Maintain Quality Water Trail Facilities**

**POLICIES:**

- A. Standards to Reflect Use – Water trail facilities are to be constructed and maintained to standards reflecting anticipated use and desired experience. Water trail information may be posted, where appropriate, along the trail using accepted standards.
- B. Standards to Remain Flexible – Water trail facility standards represent requirements for typical sections of typical water trails. It should be expected that some water trail facilities may not meet all standards due to specific site constraints.
- C. Stakeholder involvement – State Parks will solicit stakeholder involvement early in the process of planning for any project or facility.

**Goal 3: Enhance Trail Partnerships**

**POLICIES:**

- A. Trail Linkages - State Parks shall work cooperatively with local, regional, state, tribal and federal jurisdictions, water trail users, public and private organizations, and adjacent property owners in the development of regional recreational water trails that are partially within state park areas or that provide connections to state park areas. The agency will support use of state park areas for such water trail facilities when those water trails are

designed and managed to allow access for State Parks visitors, are consistent with existing and planned uses within the park, adequately protect park resources, and do not significantly impair park security, manageability or visitor safety.

- B. Volunteerism - State Parks shall actively encourage volunteer efforts in the design, placement, construction and maintenance of water trails facilities, on-going efforts for trail use etiquette education, and other items to improve the system of State Parks' water trails.
- C. Partnerships with Private Land Owners - State Parks may explore the potential to plan, construct and maintain suitable facilities for water trail activities on lands administered or acquired by the Commission, including recreational leases on large tract forestlands and other partnership opportunities, as defined in RCW 79A.05.385 and 79A.05.390.
- D. New State Park lands – When new lands are acquired by the State Parks, continuation of historical use of waterways by non-motorized boats should be considered whenever possible.
- E. In parks which border other public lands which offer water trail recreation opportunities, State Parks should evaluate and facilitate (when deemed appropriate) establishment of water trail sites linking to adjacent water trail sites or areas with the adjacent land manager. State Parks shall only add facilities that might increase use on another landowners' trail system when the partnering agencies have completed any necessary environmental and management reviews and can demonstrate that the trails in that system have been constructed to standard, have adequate enforcement and funding for ongoing maintenance and management.

**Goal 4:** Establish Consistent Standards for Use

**POLICIES:**

- A. Procedures - Guidelines for opening or closing water trail facilities will be consistent throughout the agency.

**Goal 5:** Expand and Enhance Trail Opportunities for Non-Motorized Boating

**POLICIES:**

- A. State Parks shall pursue and encourage implementation of water trails where feasible and appropriate.
- B. New trail opportunities may be identified and developed in state parks where non-motorized boat use is determined to be appropriate. As water trail plans are prepared, locations may be identified for potential new and expanded facilities. Proposals for new and enhanced water trail facilities may be included in the agency's biennial capital budget requests.

- C. Destination Sites - Identify suitable destination or preferred use sites for specific varieties of water trail users. This may include consideration of capital budget requests and promotion of special events to provide unique opportunities for different users.

### **Section III: Winter Nonmotorized Trail Goals and Policies**

The following goals and policies provide guidance for trail planners and managers in the development and use of State Parks trails during the winter season:

#### **Definitions:**

For the purposes of this policy, the following definitions apply:

- **Groomed Cross Country Ski Trail:**  
A winter trail that is designed, marked and groomed for travel by a person or persons using cross-country ski equipment only.
- **Groomed Dog Sled Trail:**  
A winter trail that is designed, marked and groomed for a person or persons using dog sled teams.
- **Dog Sled Team:**  
A group of dogs, in harness, that work together to pull a dog sled or cross country skier (skijoring). The dogs are paired along a line with from one to 16 dogs.
- **Sno-Parks:**  
Cleared parking areas for winter recreationists in close proximity to groomed and/or backcountry trails.
- **Non-Groomed Trail:**  
A winter trail that is designed and marked for either cross country skiing, snowshoeing or dog sled teams and is not groomed.

**Goal 1:** Provide a diverse and superb system of non-motorized winter recreation trail opportunities in State Parks to include cross country skiers, dog sled teams and snowshoers as well as experiences and facilities for persons with disabilities.

#### **POLICIES:**

- A. The Trails Mission - Providing winter recreation trails and Sno-Parks for cross country skiers, dog sled teams and snowshoers including experiences and facilities for persons with disabilities is part of the mission of Washington State Parks. Trails and Sno-Parks must be appropriately designed, constructed and maintained to effectively accommodate any or all of these non-motorized trail users and protect the resource.

- B. Variety of Opportunities - Within the statewide system of trails managed by State Parks, a variety of trail experiences and Sno-Parks will be furnished. These range from highly developed, intensively managed trails to low-intensity primitive trails; from shared use trails capable of safely accommodating cross country skiers, dog sled teams and snowshoers use simultaneously to trails suitable for a single use only; from highly challenging trails desired by the most proficient users to trails that are highly accessible for users of diverse skill levels.
- C. Prioritization of Uses - In general, State Parks non-motorized winter recreation trails and Sno-Parks are designed and managed for cross-country ski use.

Rail – Trails will be designed as shared use facilities, unless specific conditions make such designation infeasible (utilizing parallel groomed trails of flat grooming and grooming with ski tracks where practical).

In larger park trail systems, multiple use trails will be provided where suitable.

Sno-Parks servicing dog sled trails should be designed with safe access. Dog sled teams should be provided designated and marked parking in a good location to safely access multi-use trails.

Trail use allocations may be made on the basis of location, time or both. Trail use allocation will be made in a manner that is efficient and effective to manage at the park level and is clear and simple to follow by trail users.

D. Minimize User Conflicts and Safety Hazards

- Trail use etiquette will be standardized within the State Parks system. All trail users are obligated to use good judgment to prevent accidents and injuries when they encounter or overtake other trail users. When passing another trail user, each person should communicate his or her intentions to the other for passing safely.
- Shared use may occur wherever the resource base is adequate to give a desired recreational experience, and where resource impacts and visitor safety can be managed within acceptable levels. Evaluation of such appropriateness will be based on criteria established by the Director or designee.
- All trail access points will be properly signed to indicate allowed and prohibited uses, to prevent conflicts due to unauthorized use.
- Efforts will be made to regularly educate park users and staff in areas of conflict resolution, safety issues and appropriate use of shared use facilities.

**Goal 2:** Construct and Maintain Quality Non-Motorized Winter Trails and Sno-Parks

**POLICIES:**

- A. Standards to Reflect Use – Non-motorized winter trails and Sno-Parks are to be designed, located, constructed, signed and maintained to standards reflecting anticipated use, desired experience, and natural resource protection.
- B. Shared Use Standards - If non-motorized winter trails and Sno-Parks are shared, standards for the use with the most restrictive suitability requirements will be used.
- C. Standards to Remain Flexible – Non-motorized winter trail and Sno-Park standards represent requirements for typical sections of typical trails.
- D. Stakeholder involvement – State Parks will solicit stakeholder involvement early in the process of planning for any project or facility.

**Goal 3: Enhance Trail Partnerships**

**POLICIES:**

- A. Trail Linkages - State Parks shall work cooperatively with local, regional, state, tribal and federal jurisdictions, trail users, public and private organizations, and adjacent property owners in the development of regional recreation trails that are partially within state park areas or that provide connections to state park areas. The agency will support use of state park areas for such trails when those trails are designed and managed to allow access for State Parks visitors, are consistent with existing and planned uses within the park, adequately protect park resources, and do not significantly impair park security, manageability or visitor safety.
- B. Volunteerism - State Parks will actively encourage volunteer efforts in the design, placement, construction and maintenance of trails, on-going efforts for trail use etiquette education, and other items to improve the system of State Parks trails.
- C. Partnerships with Private Land Owners - State Parks may explore the potential to manage private lands for trail use, including recreational leases on large tract forestlands and other partnership opportunities.
- D. New State Park lands – When new lands are acquired by State Parks, continuation of historical use of existing trails should be studied and considered when continued use would meet existing trail policies.

**Goal 4: Establish Consistent Standards for Non-Motorized Winter Use**

**POLICIES:**

- A. Procedures - Guidelines for opening or closing trails for winter recreation use will be

consistent throughout the agency, with site-specific considerations, and designed to protect the underlying tread and terrain.

- B. Presumptive Status – Dog sled teams, snowshoers and people walking on snow will be prohibited on groomed cross-country ski trails unless specifically authorized.

**Goal 5:** Expand and Enhance Trail Opportunities for Non-Motorized Winter Use

**POLICIES:**

- A. Linear Parks – Should be designed to include dog sled teams and snowshoers where feasible.
- B. Non-Linear Parks – New trail opportunities may be identified and developed in state parks where dog sled teams and snowshoers use is determined to be appropriate. As trail plans are prepared for individual parks, locations may be identified for new and expanded dog sled teams and snowshoers. Proposals for new and enhanced trails may be regularly included in the agency’s biennial capital budget requests.
- C. Sno-Parks – Design and develop Sno-Parks that are safe and well organized in order to maximize the space available. Locate and mark dog sled parking nearest to and in line of dog sled trails, where applicable. Provide information on trail uses, conditions, grooming schedules, parking procedures, trail etiquette and any other information that will minimize user conflicts and reduce safety hazards.

**Section IV: Winter Motorized Trail Goals and Policies**

The following goals and policies provide guidance for trail planners and managers in the development and use of State Parks trails during the winter season:

**Definitions:**

For the purposes of this policy, the following definitions apply:

- Winter trail use:  
Use of trails that are covered with snow or to use of trails during the season when they might reasonably be expected to be covered with snow.
- Snowmobile:  
As defined in RCW 46.10.10.
- ORV:  
For purposes of this document as any off-road use vehicle, either stock, modified stock or custom built. Vehicles shall include motorcycles, quads, 4 wheel drive off-road vehicles

such as Jeeps and trucks that comply with all current federal and state regulations such as noise emission. (Reference RCW 46.09).

- All terrain vehicle:  
Any self-propelled vehicle other than a snowmobile, per RCW 46.10.10.
- Sno-Parks:  
Cleared parking areas for winter recreationists in close proximity to groomed and/or backcountry trails.
- ORV trail:  
A multiple-use corridor designated and maintained for recreational travel by off-road vehicles that is not normally suitable for travel by conventional two-wheel drive vehicles and is posted or designated by State Parks as permitting ORV travel.

**Goal 1:** Provide opportunities for motorized winter experiences in the State Park trails system, where appropriate.

**POLICIES:**

- A. Mission – Provide, where appropriate, motorized winter recreation trails and Sno-Parks for snowmobilers, persons with disabilities, and other patrons to use and enjoy State Parks lands and/or use State Parks lands to connect to lands of other jurisdictions during the winter season. Trails for motorized winter use must be appropriately designed, constructed and maintained to currently accepted standards to effectively accommodate the designated use(s) and protect the resource.
- B. Variety of Opportunities - Within the statewide system of snow-covered trails and Sno-Parks managed by State Parks, a variety of trail experiences may be furnished. These range from highly developed, intensively used trails to low-intensity primitive trails; from shared use trails capable of safely accommodating multiple modes of use simultaneously to trails suitable for a single use only; from highly challenging trails desired by the most proficient users to trails that are suitable for users of all skill levels.
- C. Prioritization of Uses - Shared trail use should only occur (1) where the resource base is adequate to give a desired recreational experience, and where resource impacts and visitor safety can be managed within acceptable levels or (2) to provide access to trails with more restrictive uses. Motorized use must be consistent with the Recreation Area classification and should not infringe upon the experiences of other trail users. Evaluation of such appropriateness will be based on (1) criteria established by the Director or designee and/or (2) feedback from the users.

Future rail corridors may be considered for designation as motorized facilities, under limited conditions.

In larger parks, quality trail opportunities for snowmobile activities, which cover extended distances, may be provided where suitable.

Trail use allocations may be made on the basis of location, time or both. Trail use allocation will be made in a manner that is efficient and effective to manage at the park level and is clear and simple to follow by trail user.

**D. Minimize User Conflicts and Safety Hazards**

- Trail use etiquette will be standardized within the State Parks system. All trail users are obligated to use good judgment to prevent accidents and injuries when they encounter or overtake other trail users. When passing another trail user, each person should communicate his or her intentions to the other for passing safely.
- All trail access points will be properly signed to indicate allowed and prohibited uses, to minimize user conflicts and/or resource damage due to unauthorized use.
- Where appropriate, efforts will be made to educate park users and staff in areas of conflict resolution, safety issues and appropriate use of shared use facilities. Adherence to applicable low impact trail use guidelines such as “Leave No Trace®” and “Tread Lightly®” shall be displayed and encouraged.
- Trail restrictions such as speed, noise, travel direction, group size, etc. are reasonable management tools. Such restrictions shall be posted and enforced at all trailheads and at intervals on the trail where deemed appropriate.

**Goal 2: Construct and Maintain Quality Motorized Winter Trails and Sno-Parks**

**POLICIES:**

- A. Standards to Reflect Use – Motorized winter trails and Sno-Parks are to be designed, located, constructed, signed and maintained to standards reflecting anticipated use, desired experience, and natural resource protection.
- B. Shared Use Standards - If motorized winter trails and Sno-Parks are shared, standards for the use with the most restrictive suitability requirements will be used.
- C. Standards to Remain Flexible – Motorized winter trail and Sno-Park standards represent requirements for typical sections of typical trails.
- D. Stakeholder involvement – State Parks will solicit stakeholder involvement early in the process of planning for any project or facility.

**Goal 3: Enhance Trail Partnerships**

**POLICIES:**

- A. Trail Linkages - State Parks shall work cooperatively with local, regional, state, tribal and federal jurisdictions, trail users, public and private organizations, and adjacent property owners in the development of regional recreation trails that are partially within state park areas or that provide connections to state park areas. The agency may support use of state park areas for such trails when those trails are designed and managed to allow access for State Parks visitors, are consistent with existing and planned uses within the park,



adequately protect park resources, and do not significantly impair park security, manageability or visitor safety.

- B. Volunteerism - State Parks will actively encourage volunteer efforts in the design, placement, construction and maintenance of trails, on-going efforts for trail use etiquette education, and other items to improve the system of State Parks trails.
- C. Partnerships with Private Land Owners - State Parks may explore the potential to manage private lands for trail use, including recreational leases on large tract forestlands and other partnership opportunities.
- D. New State Park lands – When new lands are acquired by State Parks, continuation of historical use of existing trails should be studied and considered when continued use would meet existing trail policies.
- E. In parks that border other public lands, which offer winter trail recreation opportunities, State Parks shall evaluate and facilitate (when deemed appropriate) implementation of trailhead facilities linking to adjacent motorized trails or areas with the adjacent land manager. State Parks shall only add facilities that might increase use on another landowners’ trail system when the partnering agencies have completed any necessary environmental and management reviews, and can demonstrate that the trails in that system have been constructed to standard, have adequate enforcement and funding for ongoing maintenance and management.

**Goal 4:** Establish Consistent Standards for Motorized Winter Use

**POLICIES:**

- A. Procedures - Guidelines for opening or closing trails for winter recreation use will be consistent throughout the agency, and designed to protect the underlying tread and terrain.
- B. Presumptive Status – Motorized winter trail use will be prohibited unless specifically authorized. Wheeled vehicles will not use trails groomed for snowmobile use.

**Goal 5:** Expand and Enhance Trail Opportunities for Motorized Winter Use

**POLICIES:**

- A. State Parks should pursue and encourage implementation of motorized winter recreation trails and Sno-Parks where feasible and appropriate.
- B. New trail opportunities may be identified and developed in state parks where motorized winter recreation use is determined to be appropriate. As trail and Sno-Park plans are prepared for individual parks, locations may be identified for potential new and expanded motorized winter recreation trails. Proposals for new and enhanced trails and Sno-Parks

may be included in the agency's biennial capital budget requests.

- C. Sno-Parks – Design and develop Sno-Parks that are safe and well organized in order to maximize the space available. Provide information on trail uses, conditions, grooming schedules, parking procedures, trail etiquette and any other information that will minimize user conflicts and reduce safety hazards.