

MOUNT SPOKANE STATE PARK
COMPREHENSIVE TRAIL PLAN, Revised
Originally adopted: September 9, 2009, Revised June 2013

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 Trail Goals and Policies (2004), 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 prevent interference between these activities and other activities. 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 the planning and the implementation in order to help 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 of 1978. In November 1998, as part of the Classification and Management Planning (CAMP) Project, staff initiated a public planning process to develop ~~recommendations for land classification and management of Mount Spokane State Park~~ 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 ~~Agency~~ Commission. During this process staff worked closely with the Mount Spokane State Park Advisory Committee (MSSPAC). The MSSPAC consists 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 ~~the recommended~~ 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, ~~21-31~~ 21-31 miles of groomed nordic ski trails, and ~~over 50~~ approximately 16 miles of groomed snowmobile trails in ~~and adjacent to~~ the park. Public participants and park staff identified several trails-related issues including:

- ~ Natural and cultural resource impacts caused by trails in poor condition
- ~ Safety of trail users
- ~ Provide 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 inter-related, 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. ~~It was also acknowledged that delaying trails planning until a comprehensive plan could be developed did not meet public expectations, nor did it address the immediate needs of the park.~~ 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. ~~to guide trail management until a comprehensive Trail Plan could be developed.~~ In May of 2004, the MSSPAC took the initiative to start the trail plan process, knowing that there was no set blueprint to follow, and after two years of meetings, produced a preliminary draft plan. The preliminary plan was made available to the public on the Friends Group website in June 2006. The Commission then decided to use the preliminary plan as the foundation for creating a Master Facilities Plan, which anticipated evaluating a potential alpine ski area expansion. ~~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:

- Setting up 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.

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 ~~December 2, in~~ 2004. Its scope encompasses:

- ~~the protection~~ protecting of 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, ~~the construction of~~
- constructing new trails,

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

Projects will be prioritized according to ~~the resources available~~ 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 ~~in to~~ determining 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 ~~of Trail Use and Resource Impacts~~ Park Use, Resource Impacts, and Visitor Comments
- Relationship with Concessionaire and Adjacent Landowners

ROLE OF TRAILS IN MOUNT SPOKANE STATE PARK

Purpose of ~~MSSP~~ Park Trails: The purpose of ~~MSSP~~ 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 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 such as mountain biking or trail running and lower impact, lower speed activities, such as 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, ~~as-is the~~ second largest park in the system at approximately 14,000 acres, ~~with 58% of the area park is~~ classified as Resource Recreation, ~~is and the park contains~~ primarily undeveloped, ~~reed~~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 the day hikers and more suitable ~~to the for~~ equestrians, ~~who that tends~~ to travel longer distances. Given that only a few parks within the system are well suited to equestrian uses; and in accordance with State Parks goals of (+) providing diverse recreational opportunities, (-) providing rustic recreational opportunities and (3) 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 terrain s suitable for all levels of mountain bike riders. The park has been the site ~~for 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 the largest summer trail use activity, Mount Spokane State Park is designated as a destination and preferred ~~use~~ site for mountain bicycling.

~~Mount Spokane State Park~~The park also has one of the largest nordic ski areas in the Pacific Northwest, including a wide variety of terrain s 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 reliable snow conditions, its close proximity to Spokane, and its 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: ~~With the exception noted below for Natural Forest Areas (NFAs) and the Natural Area Preserve (NAP), trails and primitive roadways throughout the park are managed for shared pedestrian, cycling and equestrian use, unless specifically designated otherwise.~~

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In an effort to offer more separation between downhill mountain bikers and non-mechanized Park visitors, a special designation has been given to Trail 140. While still considered multi-use, Trail 140 (old 115) from Bear Creek Lodge to the Mount Spokane summit is designated primarily for downhill mountain biking. Hikers and equestrians wishing to use this trail must be extra alert for the presence of high speed cyclists. The primary summit route for non-mechanized trail users is Trail 110, 100E, 101, and 191. Cyclists on this route must be extra cautious regarding any encounters with non-mechanized visitors. Trail revisions and signs will be incorporated to enhance the experience and safety for all users, at the Park Manager's discretion. Both routes are approximately 5.5 miles. See Map 12. 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 those riding the heavier downhill-specific bikes will be encouraged to use Trail 140, leaving Trails 100 and 110 for use by hikers, equestrians, and those with lighter bikes traveling at slower speeds. 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 those riding heavy bikes to voluntarily choose Trail 140 over Trails 100 and 110, which will retain some uphill sections. Additionally, the lower section of Trail 140 will be rerouted off of private property. 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.

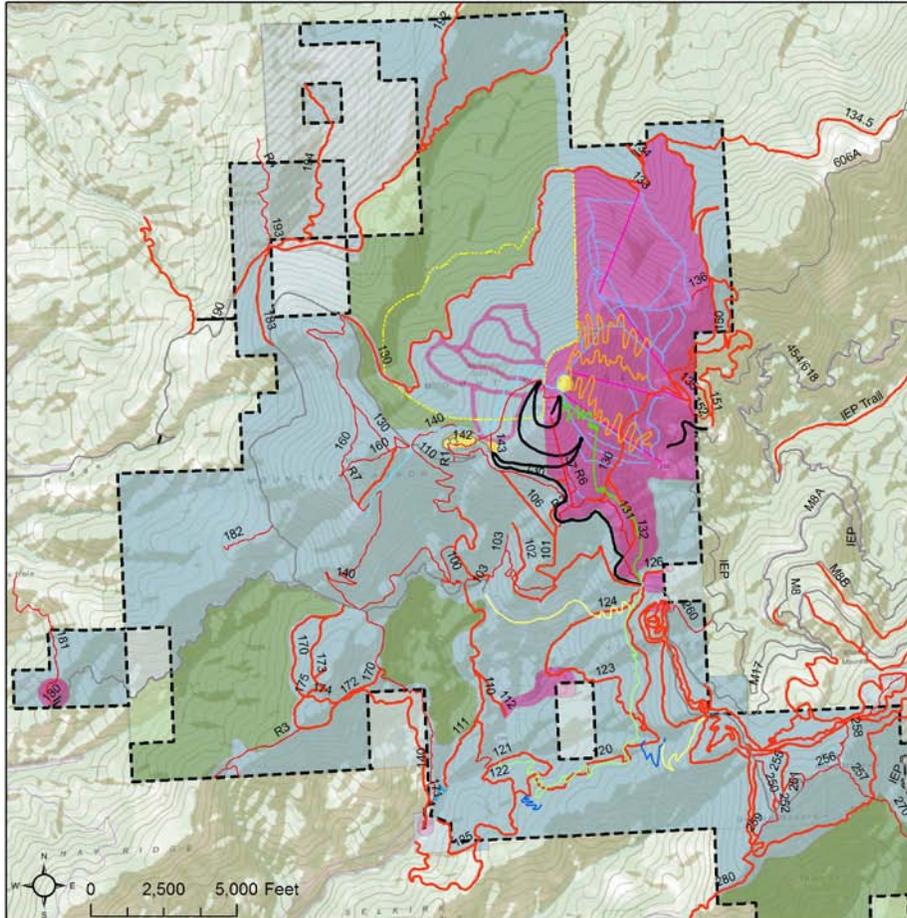
To further enhance mountain bike trail opportunities, and to disperse some traffic away from Trail 140, a new summit-to-park-entrance route will be established on the east side of the mountain that will grant right-of-way-priority to cyclists travelling downhill. From the summit of Mt. Spokane, proposed 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. 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 Trail 110 will be evaluated, and if it is still heavy, consideration will be given to closing this trail to bicycles in order to provide a better trail experience for equestrians. 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.

After Trail 290 is constructed, two other 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.

Mount Spokane State Park--Proposed New Mountain Bike Trails



Proposed Mountain Bike Trails	Existing Roads & Trails	Land Classification
120 reroute	Paved	Heritage
Deadman Creek XC Trails	Dirt Road	Recreation
Downhill Trails in Ski Area	Fire Rd	Recreation Included in Long-Term Boundary
Trail 140 reroute to avoid private property	Single	Resource Recreation
Trail 140 reroute to remove uphill areas	Lift	Resource Recreation Included in Long-Term Boundary
Trail 290	Run	Resource Recreation Appropriate for Surplus / Exchange
Trails 120/122 Single-Track (290 extension)	Park Boundary	Resource Recreation for Acquisition by Exchange only
*Proposed trail locations are approximate	Former PASEA	Natural Forest
		Natural Forest Included in Long-Term Boundary
		Natural Area Preserve

GENERAL PARK TRAIL POLICIES

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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, and 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, and permit, or conditionally permit, cycling, equestrian and pedestrian uses. Approximately 58% of Mount Spokane State Park is classified as Resource Recreation Area. The intent of 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 to trail, 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 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.

Natural Area Preserve (NAP): 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.

~~**Limits of Acceptable Change (LAC):** Indications of visitor impacts on natural and cultural resources, as well as potential risks to the safety of trail users and the quality of the trail experience will be measured and managed using the Limits of Acceptable Change (LAC) adaptive management system (see Attachments B and C. Should indicators of resource condition, visitor safety, or quality of experience fall below desired standards, one or more of the management options listed in the LAC matrices will be employed. 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.~~

~~**Monitoring of Trail Use and Resource Impacts****Park Use, Resource Impacts, and Comments:** Park staff, and volunteers under staff direction, will use the LAC system to monitor the condition of all trails. The number of areas with noticeable trail erosion, rutting, or scouring will be monitored (see Attachment B).~~

~~Park staff will coordinate with region Stewardship Program and Mount Spokane State Park Advisory Committee to use the LAC adaptive management system to monitor visitor safety and user conflicts on all trails within the park and apply prescribed management actions as necessary. Monitored indicators include: 1) the number and location of visitor accidents directly related to trail use, and 2) the number and location of reported trail user conflict incidents. Park staff will develop a system to identify, classify and report safety conflicts (collisions, near collisions, emergency evasive actions and the like) as opposed to encounters between different types of trail users to~~

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which one or both users simply objected to the other being there. 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:

- Modifications to signs, notices, maps, brochures and other forms of education.
- Adding barriers.
- Trail redesign or rerouting.
- Enforcement measures.
- Temporary use closures.
- Adjusting the standards.
- Permanent use closures.

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 the Mount Spokane State Park Advisory Committee~~ and institute trail changes or temporary seasonal closures of individual trails or trail segment as necessary to protect threatened, endangered and sensitive wildlife species after consultation with the Department of Fish and Wildlife. 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.

Signing and Other Barriers: Conspicuous signing and other barriers will be installed and regularly maintained by park staff with volunteer assistance provided by the Friends of Mount Spokane State Park and other trail user groups. Signage 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 number-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 the reading of signs and watching for cross-traffic.

Trail Identification System: ~~The trail-identification system used in this plan consists of a historic naming and numbering system for the current primary trails and roads. Trails 100, 110, 140 (old 115 and 135), 120, 130 and the Kit Carson Loop Road are all considered essential, main trails needing continued and regular maintenance. A new identification system will be instituted. (Note: Numbers in parentheses in this document refer to the old trail number.) In addition to a name, most trails will have an alpha-numeric identifier. A three digit number has been assigned to most trails, and all maintained trails have a name. Trail numbers ending in zero indicate primary trails. Trail numbers ending in 1-9 indicate branches from the primary trail. On the trail matrix, a letter after the~~

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number indicates an abandoned trail. 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 (old 115 and 135), and the Kit Carson Loop Road are all considered essential, main trails needing ongoing regular maintenance. (Note: Numbers in parentheses in this document refer to the old trail number.) 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: Trails are rated separately according to the technical difficulty for hikers, equestrians, mountain bikers, backcountry skiers, snowshoers, and snowmobilers. Categories include “U” for universal, “E” for easiest, “I” for intermediate, and “D” for most difficult. The ratings are subjective and correlate only to other trails within Mount Spokane State Park. In general, universal trails are suitable for wheelchairs. Easy trails include fire roads with relatively gentle ups and downs, however most all park trails are rated easy for equestrians and snowmobilers. Intermediate trails may be fire roads or single track but will have longer, steeper grades. Difficult trails are the roughest and steepest with the most elevation gain/loss. Length and relative isolation are not part of the rating system. Length will be specified along with the difficulty rating to give users additional information in deciding which trail to take. 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. 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 average grades,
- Minimum and average trail widths
- Trail surfacing, and
- Known barriers or obstructions

Trail Use, Maintenance and Construction: Trails will be used as a tool to move people through sensitive areas. Only official trails (~~those named on the matrix with a three digit number~~) will be maintained. Other human-made trails will be ~~made impassable~~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 ~~LAC~~ 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 Commission Policy 82-70-1: Volunteers.

MSSP Trail Inventory:

See attached matrix.

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 road side 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 (old 110 and135) 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 (Old 135), proposed Trail 138, and proposed bike trails (290 series). Section 16.
- Bear Creek Lodge (private parking) for Trails 140 (old 115) and 120. Section 32.

Trails Crossing onto Non-park Lands

- Lower Trail 140 (Old 115): Access is via Bear Creek Lodge property. Middle part of trail ~~may~~ 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) ~~snowmobile~~ trails. Sections 10 and 15.
- Trail 171 (Old 155): Connects to logging road leading to Bear Creek Lodge. Section 29.
- Trail 170B (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 ~~social-unofficial~~ trails. The southern-most 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.

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- 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 but remains open. 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): A social trail~~An unofficial trail leading to private land. Section 25.

SUMMER TRAIL USE MANAGEMENT

General Policy Direction

Motorized use: 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

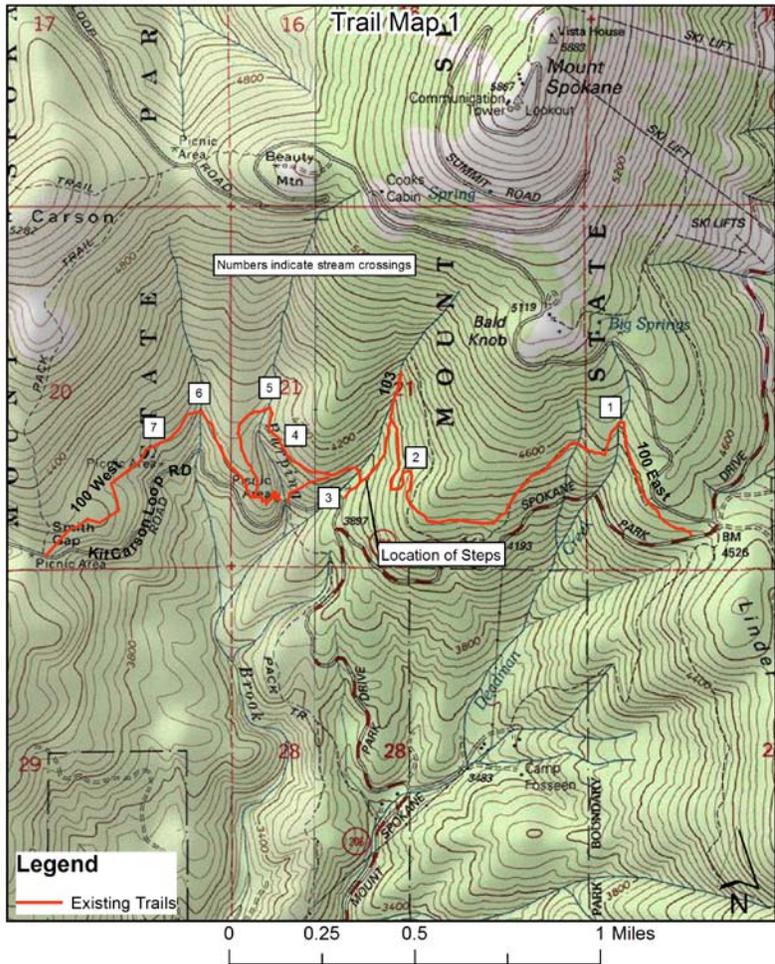
It is expected that all projects will involve substantial volunteer participation.

~~Plan items marked with an * indicate trails related projects or activities where volunteer participation is highly desirable. Plan items marked with a # indicate projects or activities that require completion by Agency staff. Projects are roughly in order of priority with the highest priority projects listed first.~~

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Trail Improvements and Maintenance Projects:

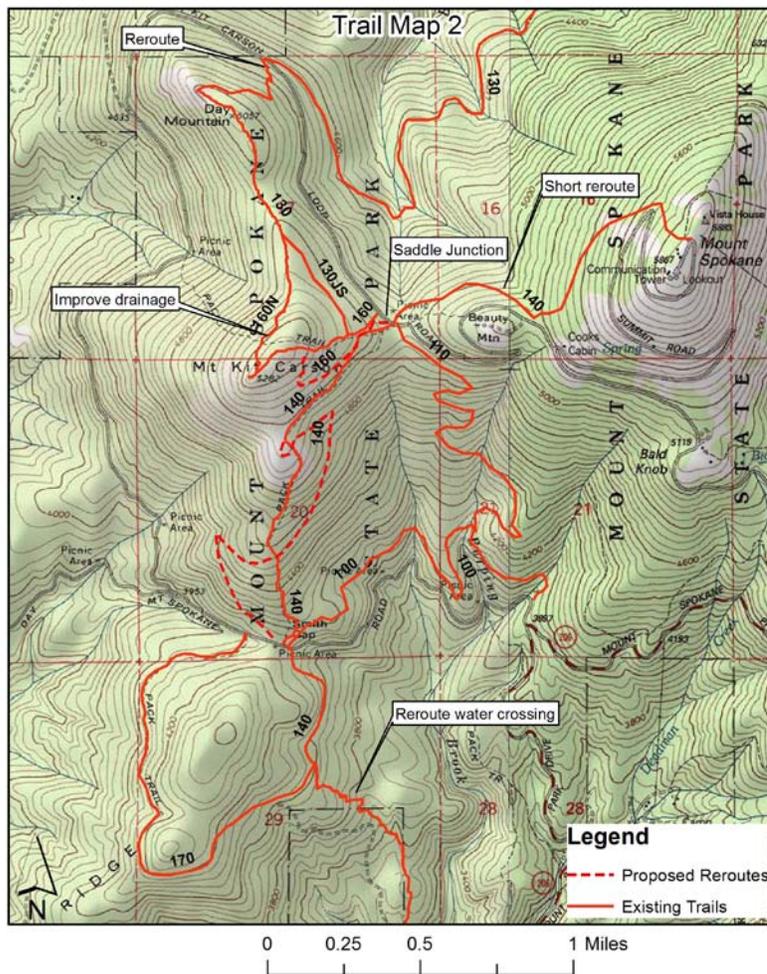
Map 1



- 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 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



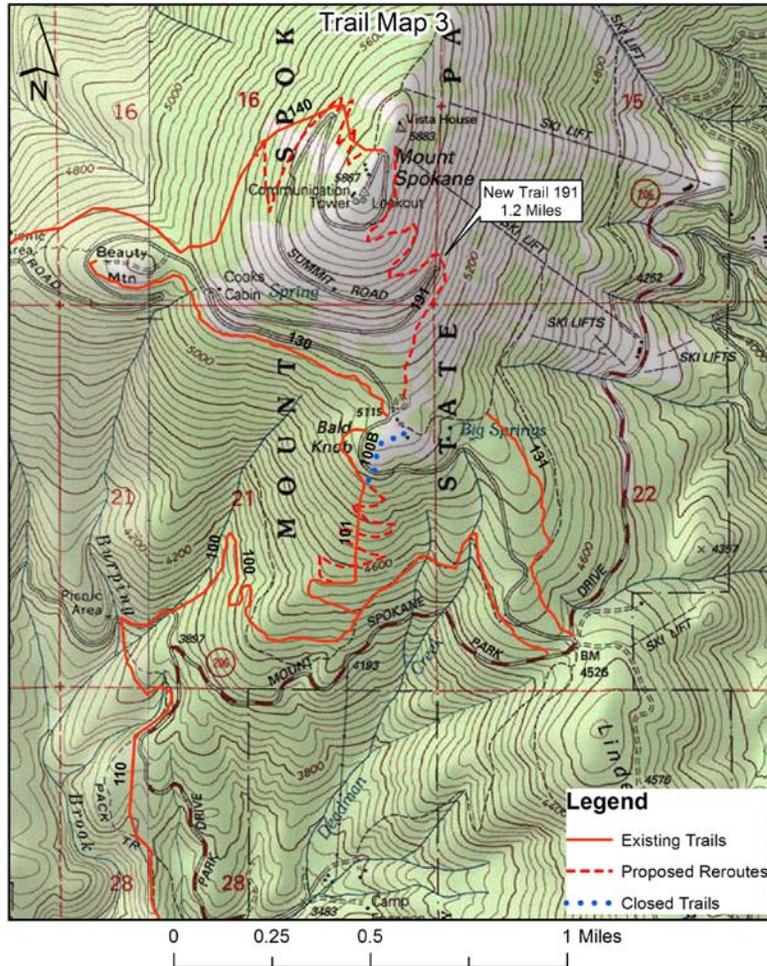
- [Add a connecting trail between Saddle Junction and the upper part of rerouted Trail 140 below the Kit Carson meadow to eliminate the uphill portion of Trail 140 around the base of Mt. Kit Carson. Decommission old fire road trail around base of Mt. Kit Carson.](#)

- Eliminate the trail dip in upper Trail 140 just north of the CCC Heritage Area by rerouting the trail higher on the slope.

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- Repair and reroute sections of upper Trail 140 (old 135) 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.
- Reroute existing Trail 140 (old 115) 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 (old 170) from its junction with Trail 140 (old 115) 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 (old 170 North)
- Eliminate fall line trail off Mount Kit Carson through meadow.
- Reroute portions of Lower Trail 140 (old 115) and improve drainage and water crossings to meet current standards for multiple use, and particularly for mountain biking. Short alternate side routes should may be considered ~~for cyclists at appropriate points~~ 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.**

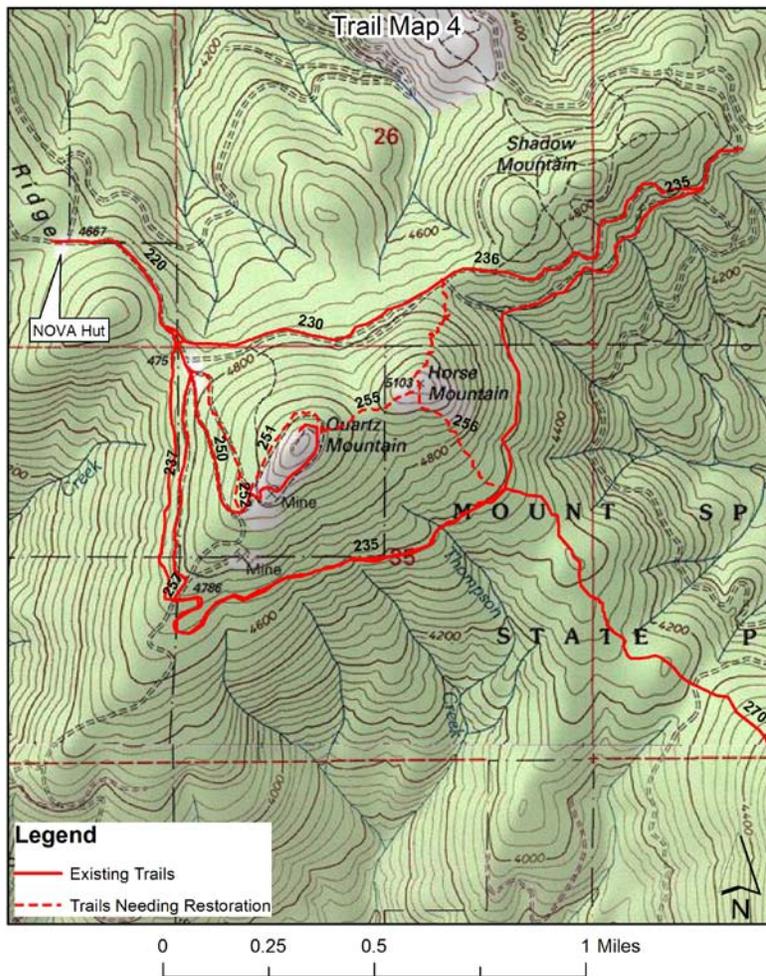
Map 3



- If a decision is made to keep Trail 110 open to mountain bikers after Trail 290 is constructed, consider Rerouting the upper portion of Trail 101 (old 135) to provide an alternative connector between Trail 100 East and Trail 130 at Bald Knob, and eliminate current erosion problems. This trail will be part of a new summit route for ascent/descent of Mt. Spokane from the park entrance. If Trail 110 is closed to mountain biking, this route will not be developed.
- Designate and mark a summer route as Trail 193 down the Northwest Passage alpine ski run to the Roulon and B-29 runs and to Lodge 2. This will serve as a third option for ascent and descent of the summit. Use will depend upon management and maintenance needs in the alpine ski area (See Map 8).

- Reroute two sections of single-track Lower Trail 132 to meet current standards for heavy bicycle use and minimize erosion issues.
- 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.

Map 4

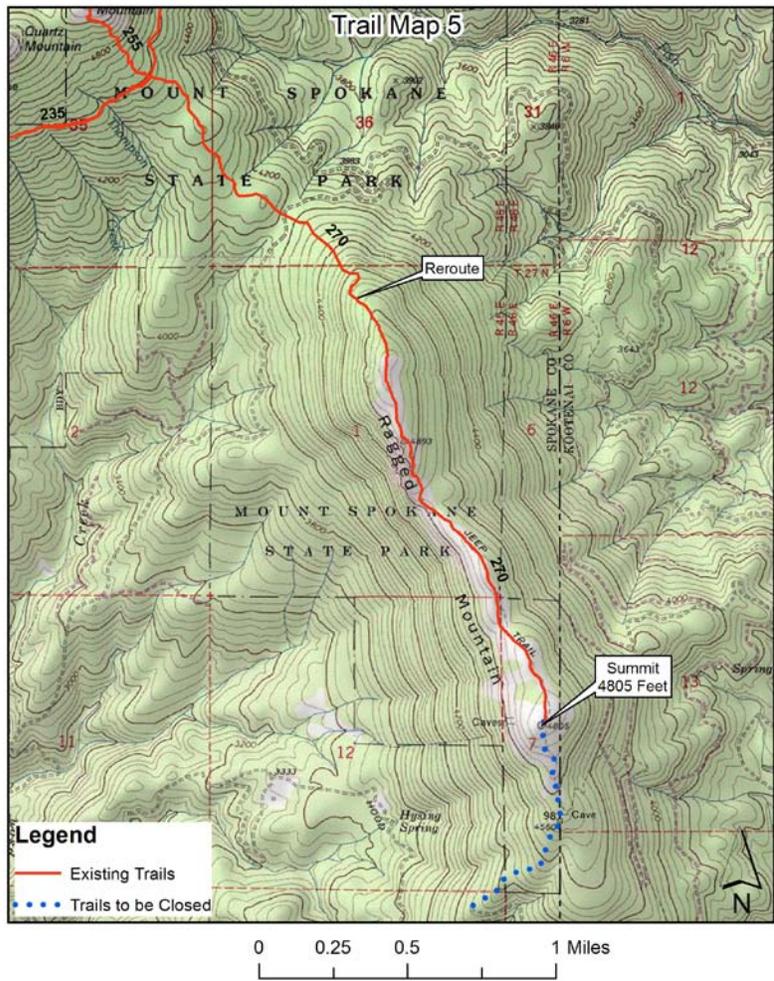


- Re-establish existing system of trails on the upper elevations of Quartz Mountain with an

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.

Map 5



- 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 (See Map 5).

- Close and re-vegetate unauthorized trails near Bald Knob ~~Trail 100B (from Bald Knob to the old power line) and 100F (overgrown). Both are user made fall line trails.~~ (See Map 3).
- 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 re-vegetated, and the rock walls will be repaired.

New Trail Development:

- Trail 141: Connect lower Trail 110 or Trail 111 with lower Trail 140 (old 115) 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).
- ~~If the area known as the Potential Alpine Ski Expansion Area is classified in a manner that allows multi-use trails, consider~~ Consider a network of summer trails ~~within the alpine ski concession area~~, including but not limited to: a 5000-~~foot~~² elevation 'Round the Mountain trail, technical downhill mountain biking trails ~~within eastern portion of the currently developed ski area~~, and use of the road from the bottom of Chair 4 to the top of Chair 4 as a loop connector for the 5000-~~foot~~² trail.
- Trail 140 Extension: Create a new trailhead for the bottom of Trail 140 (old 115) by ~~continuing the trail south along the ridge~~ rerouting the trail to avoid the private property at Bear Creek Lodge to the park gate. Eliminate rogue trail near the power line (See Map 6).
- 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 snowmobile~~ connector and get ~~on the Brickel Creek Road 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).
- Trail 290: Construct a new single track trail for downhill 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 which will connect to Trail 120 for the primary downhill mountain biking route. Consider adding technical features.

- 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.
- Trails 291-299: Construct a series of mountain biking only trails within the alpine ski area in cooperation with Mt. Spokane 2000.
- 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.
- 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.

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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.~~All trails will be clearly marked at junctions and trailheads with the trail number and map section number.~~
- Trailhead Bulletin Boards—Each major trailhead will have a bulletin board with relevant, updated park and trail information. A new bulletin board 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.

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 MSSP Advisory Committee, 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.

WINTER TRAIL USE MANAGEMENT

General Policy Direction

Snowmobile Use Area: 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 LAC adaptive management system (See Attachment C). Should indicators of resource condition, visitor safety, and quality of experience fall below desired standards, and alternative management options prove ineffective, selected trails and/or play areas may be closed. the same system as for summer park use.~~

Current designated snowmobile use areas are: the groomed snowmobile trail [on Trails 170 (old 155), the Kit Carson Loop Road, the Chair 4 Road ~~to Axford Road, Trail 150,~~ the Summit Road to Cook's Cabin, Trail 120, ~~and the Linder Ridge Road~~] 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 (see Figure 1). The Day Road, the Blanchard Creek Road, the Connector Road, ~~old Trail 160 to the summit of Mt. Kit Carson, Trail 140 (old 115) from the north end of the single track Trail 140 (old 115) to Mount Kit Carson summit,~~ and Trail 130 to Day Mountain from Saddle Junction are also currently open to snowmobiling (See 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 when adequate snow cover has accumulated to protect park natural and cultural resources and allow for safe operation. Snow depths of 36 inches are typically needed to protect natural and cultural resources. Adequacy of snow cover will be evaluated jointly by park staff and at least one snowmobile use representative 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 will generally be closed for the season 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 will be closed at the discretion of the Park Manager.

2) Projected Meteorological Conditions – At the discretion of the Park Manager, play areas and un-groomed overland trails will only be opened if projected meteorological conditions indicate that adequate snow cover is likely to be maintained into the use season. Opening of these areas following large early season snowfalls where the snow pack may potentially melt to below adequate levels should be avoided.

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 - 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 should work toward establishing daily snowmobile and nordic ski conditions updates on a web site bulletin board.

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. This includes ~~rerouted, 100, 101, 103, 110, 130 from Bald Knob to Beauty Mountain, 131, 140 and new Trail 141. It also includes about 1.5 miles of shared ungroomed snowmobile trail and about 0.2 mile of shared groomed snowmobile trail~~, 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/Skijouring - Dog sledding and skjouring are permitted on the groomed snowmobile trails. Additional groomed nordic ski trails will be considered for skjouring including the Linder Ridge and Mica Roads.

Programmatic Activities

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 Figure 2 and 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.
- 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.
- Consider acquiring the IEP property that is primarily in Section 23 and contains the now

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abandoned Brickel Creek headwaters road. This road is the only route connecting the northern groomed snowmobile trails with the southern groomed trails and was closed in 2004. Park ownership of this road would improve options for snowmobiling and enhance search and rescue efforts, reduce snowmobile traffic across the bridge shared with nordic skiers, and reduce the snowmobile traffic going to and from the parking area on Trail 260, which borders the nordic ski trails. Evaluate the slope stability prior to making any final commitment. Note: This project is of questionable value with the elimination of snowmobiling on IEP lands.

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-MSSP-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, ~~the park boundary near the Snowblaze property~~, and the snowmobile parking lot.
- ~~Snowmobile/Nordic Ski Interface Areas: The Linder Ridge Road/Trail 260 junction, the Linder Ridge Road/Condo Road junction, and Junction 9.5 all need appropriate signage and enforcement to ensure the safe separation between nordic skiers and snowmobilers. The expanded nordic trail system requires that snowmobilers and skiers share the bridge on the Linder Ridge Road. Snowmobilers will make a very tight corner over the bridge between the Condo Road and the MSA Road and will need to ride slowly. Skiers need to be made aware to yield to snowmobiles as they cross this bridge. Explore the possibility of substantially widening the bridge or building an additional bridge in order to completely separate the two user groups if problems arise that cannot be addressed via other methods.~~

- Snowmobile Brochure: A snowmobiling brochure, produced in cooperation with the 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 ~~and on IEP lands.~~
- 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 of 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 Winter Knights Snowmobile Club. An adjustable height sign containing a map/photo of the corridor and concise directions for its use will be ~~maintained installed~~ at the bottom of the corridor. This sign ~~will also~~ contains an open/closed indicator for the corridor.
- Posting of Snowmobile Rules: A full listing of the rules for snowmobiling at Mount Spokane State Park will be posted at the main snowmobile trailheads.
- Monitoring of Trail Use and Resource Impacts: ~~Staff will coordinate with alpine ski area staff, both nordic and alpine volunteer ski patrols, the Winter Knights Snowmobile Club, the Spokane Nordic Ski Education Foundation, and other designated volunteers to use the LAC adaptive management system to manage potential snowmobile impacts on natural and cultural resources, as well as risks to visitor safety and the quality of the non-motorized, winter trail experience (see Attachment C). Monitored indicators for designated snowmobile play areas and un-groomed overland snowmobile trails will include: 1) the number of incidents of snowmobiles operation during seasonal or special management closures, 2) the number of instances of snowmobiles operating within NFA or NAP boundaries, 3) the number of incidents of snowmobiles operating onto or over the roofs of historic and other structures (witnessed or visible signs), 4) the number of incidents of observed unsafe snowmobile operation, 5) the number of incidents of snowmobiles operating outside designated areas or off designated trails, 6) the number of incidents of snowmobiles operating within the alpine and nordic ski areas, and 7) the number and location of reported winter trail user conflict incidents.—See Monitoring of Park Use, Resource Impacts, and Visitor Comments.~~
- 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, underage operation, unregistered operation, and the improper use and crossing of public roadways.