

MOUNT SPOKANE STATE PARK COMPREHENSIVE TRAIL PLAN

September 9, 2009

This trail plan proposes trail uses and trail management based on sharing the trail resources in Mount Spokane State 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 (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. 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 miles of groomed nordic ski trails, and over 50 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 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.

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, 2004. Its scope encompasses the protection of natural/cultural resources, monitoring trail use and resource impacts, ensuring visitor safety, preventing and resolving trail user conflicts, major and minor trail renovations, the construction of new trails, trail signs, trail maintenance, trail closures, enhancing the recreational experience, both winter and summer trail use, volunteer participation, trails crossing onto private land, relationships between State Parks, the concessionaire and adjacent landowners, and visitor information/education relative to trail use.

Projects will be prioritized according to the resources available 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 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
- Relationship with Concessionaire and Adjacent Landowners

ROLE OF TRAILS IN MOUNT SPOKANE STATE PARK

Purpose of MSSP Park Trails: The purpose of MSSP 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 the largest park in the system at approximately 14,000 acres with 58% of the area classified as Resource Recreation, is primarily undeveloped, treed, 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 equestrian 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 (1) providing diverse recreational opportunities, (2) 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 suitable for all levels of mountain bike riders. The park has been the site for 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 also has one of the largest nordic ski areas in the Pacific Northwest, including a wide variety of terrain suitable for all abilities. With over 21 miles of groomed trails, and an expansion plan that will soon increase its size to over 24 miles, 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.

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.

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

Park staff will coordinate with the Region 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 signs will be posted at all trailheads and at trail junctions as warranted.

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 number indicates an abandoned trail. .

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 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 and revegetated as resources permit. New trails will be developed only as needed to protect the environment or 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 Parking Lot 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. Section 21.
- Summit Parking for Trail 140 (Old 135). 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 stray 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 in NE corner of park. Section 3.
- Trail 152: Connects into Snowblaze Condominium road and parking area. Section 15.

- Trail 150: Connects Park with IEP snowmobile trails. Sections 10 and 15.
- Trail 171 (Old 155): Connects to logging road leading to Bear Creek Lodge. Section 29.
- Trail 170B: A social ATV trail leading out of p down to SR 206. Section 29.
- Trail 236: The Twin Lakes nordic ski trail is partially on IEP land. Section 25.
- Trail 234: This nordic ski trail loops onto IEP land. Shadow Mountain trail, Sections 25 and 26.
- Kit Carson Loop Road: Crosses private timber company land. Section 8.
- Day Road: Crosses Riley Creek land. Section 30.
- Linder Ridge Road: A maintained dirt road that leads out to IEP land. Section 27.
- Mountaineer's Road: A road leading to Spokane Mountaineer's Chalet. Section 22.
- Ragged Ridge Trail: Old social 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.
- Ragged Ridge Pass Trail: 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, but remains open. Sections 36 and 1.
- Round Top Mountain Trail: A fire road leading to IEP land from Quartz Mountain Loop ski trail. Section 34.
- Blanchard Ridge Trail: An ATV trail leading directly to private land and Deer Creek Road. Section 7.
- Three Rocks Trail: A fire road leading to Three Rocks Department of Natural Resources (DNR) land. Section 10.
- Deer Creek Trail: An old road leading to IEP land. Section 8.
- West Boundary Trail: A social 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

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.

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.

Map 2

- * 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.
- * 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 be considered for cyclists at appropriate points. 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.
- * 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.

Map 3

- * Reroute the upper portion of Trail 101 (old power line) 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 Mount Spokane from the park entrance
- 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).

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. Close and revegetate the existing Horse Mountain 255A trail.

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 revegetate existing trail south of 4805' summit once ATV and equestrian use has been eliminated (See Map 5).
- # Close and revegetate Trail 100B (from Bald Knob to the old power line) and 100F (overgrown short single track). Both are user made fall line trails (See Map 3).
- # Enlarge the parking area at the Day Road Entrance for summer use (See Map 7).

New Trail Development:

- # Trail 141: Connect lower Trail 110 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 a network of summer trails within the alpine ski concession area, including but not limited to: a 5000' 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' trail.
- * Trail 140 Extension: Create a new trailhead for the bottom of Trail 140 (old 115) by continuing the trail south along the ridge 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 snowmobile connector and get on the Brickel Creek Road to Spirit Lake 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).

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 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.

- 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 Trail 130.
- 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.

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 transporting injured skiers or 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.

Current designated snowmobile use areas are: the groomed snowmobile trail [on Trails 170 (old 155), the Kit Carson Loop Road, the Chair 4 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, 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 snowpack 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 nordic 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 Trail 140 and 101, 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 Sno-Park.

Dog Sledding/Skijourning - Dog sledding and skijourning are permitted on the groomed snowmobile trails. Additional groomed nordic ski trails will be considered for skijourning.

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 the Mount Spokane summit. See Figure 2 and Map 6.

New Trail Development:

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

User Information/Education:

- Nordic Trail Maps: Trail maps produced in cooperation with the Selkirk 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 at MSSP 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 M8A 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 installed at the bottom of the corridor. This sign will also contain 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.
- 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.

Attachment A

Washington State Parks and 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.

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Section I

NON-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 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

1. In general, State Parks trails are designed and managed for pedestrian uses.
2. 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.
3. 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.
4. In larger parks, quality trail opportunities for pedestrians, bicyclists, dog-powered sports enthusiasts and equestrians may be provided where suitable.
5. Shared use trails are encouraged in Resource Recreation classified areas in large parks where they can meet all approved evaluation criteria.
6. 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

1. Trail use etiquette will be standardized within the State Parks system.
2. Trail access points should be properly signed to indicate allowed and prohibited uses, to prevent conflicts due to unauthorized use.
3. 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

NON-MOTORIZED 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:

- A. 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.

- B. 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.
- C. 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.
 - 1. Water trail facility use will be standardized within the State Parks system.
 - 2. 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.
 - 3. 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.
 - 4. 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 NON-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:

DEFINITIONS:

- A. 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.
- B. Groomed Dog Sled Trail – A winter trail that is designed, marked and groomed for a person or persons using dog sled teams.
- C. 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.
- D. Sno-Parks provide cleared parking areas for winter recreationists in close proximity to groomed and/or backcountry trails.
- E. 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
 - 1. In general, State Parks non-motorized winter recreation trails and Sno-Parks are designed and managed for cross-country ski use.
 - 2. 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).
- 3. In larger park trail systems, multiple use trails will be provided where suitable.
- 4. 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.
- 5. 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

- 1. 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.
- 2. 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.
- 3. All trail access points will be properly signed to indicate allowed and prohibited uses, to prevent conflicts due to unauthorized use.
- 4. 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:

DEFINITIONS:

- A. “Winter trail use” refers to 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.
- B. "Snowmobile" as defined in RCW 46.10.10.
- C. An ORV is defined 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).
- D. "All terrain vehicle" shall mean any self-propelled vehicle other than a snowmobile, per RCW 46.10.10.

- E. Sno-Parks provide cleared parking areas for winter recreationists in close proximity to groomed and/or backcountry trails.
- F. "ORV trail" means 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
 1. 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.
 2. Future rail corridors may be considered for designation as motorized facilities, under limited conditions.
 3. In larger parks, quality trail opportunities for snowmobile activities, which cover extended distances, may be provided where suitable.
 4. 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

1. 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.
2. 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.
3. 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.
4. 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. [add this phrase to all policies]
- 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.

Attachment B

Limits of Acceptable Change (LAC) Summer Trail Management Tables for Mt
Spokane State Park

Advisory Committee Draft

April 2006

Table 1: Natural Resource Management Issues

| Issue | Indicators | Measurement of Indicator | Standards (Acceptable Limits) | Management Options | Monitoring of Indicator |
|---------------------------------------|---|---|---|--|--|
| <i>Summer season trail condition.</i> | The number of areas of noticeable trail erosion or trail widening along <i>any trail segment maintained for public use.</i> | <ol style="list-style-type: none"> 1. Walk the entire length of trail <i>segment.</i> 2. Identify all instances of noticeable trail erosion and all instances of trail widening caused by mud or other obstructions (trail widened to greater than twice its original width when compared to adjacent, unaffected trail portions). 3. Using a trail map note the approximate location of each instance of noticeable erosion or widening and assign each instance a unique I.D. number. 4. Photograph the affected trail portion and index photo to the assigned I.D. number. | No greater than 2 <i>areas</i> of noticeable trail erosion and trail widening per running mile segment of trail are acceptable. | <ol style="list-style-type: none"> 1) Adjust standard. 2) <i>Prohibit early season use until trail is suitable for use.</i> 3) Organize and conduct trail work parties in cooperation with hiking, cycling, and equestrian groups to repair, <i>redesign, reroute,</i> or harden areas along the trail. 4) Explore other management options. 5) Temporarily close trail to one or more uses until corrective measures can be completed. 6) Permanently close trail to one or more uses until it can be redesigned <i>and rerouted</i> to avoid erosion of soils. | <i>Annually, inspect all trail segments to assess their condition.</i> |

Table 2: Recreational Resource/Facilities Management Issues

| Issue | Indicators | Measurement of Indicator | Standards (Acceptable Limits) | Management Options | Monitoring of Indicator |
|--------------------------------|---|---|---|---|---|
| Summer season trail use safety | <p><u>Hiking vs. Cycling Accidents:</u> The number of cycling vs. pedestrian accidents reported to park staff per year.</p> <p><u>Hiking vs. Equestrian Accidents:</u> The number of equestrian vs. pedestrian accidents reported to park staff per year.</p> <p><u>Cycling vs. Equestrian Accidents:</u> The number of equestrian vs. cyclist accidents reported to park staff per year.</p> | Following any reported shared-use trail accident, using a trail map record the location where the accident occurred. Complete normal agency accident reporting procedure. | <p><u>Hiking vs. Cycling Accidents:</u> No greater than 2 cycling vs. pedestrian accidents per running mile trail segment per year reported to park staff are acceptable.</p> <p><u>Hiking vs. Equestrian Accidents:</u> No greater than 2 equestrian vs. pedestrian accidents per running mile trail segment per year reported to park staff are acceptable.</p> <p>Cycling vs. Equestrian Accidents: No greater than 2 equestrian vs. cyclist accidents per running mile trail segment per year reported to park staff are acceptable.</p> | <ol style="list-style-type: none"> 1) Adjust Standards 2) Install or enhance trail signs/maps/brochures to inform visitors of allowed trail uses, etiquette, and safety considerations. 3) Install or enhance interpretive signing of trails closed to particular uses that explain the significance and fragility of protected natural/cultural features. 4) Establish bicycle “walk zones”. 5) Establish “horse dismount zones”. 6) <i>Redesign trail to decrease speed (such as with control points) or increase sight lines.</i> 7) <i>Add short alternative trail sections for specific user groups.</i> 8) Explore other management options. 9) Institute peak season closures of individual trail segments to particular uses where accidents consistently exceed standards. 10) Institute year-round closure of individual trail segments to particular uses where accidents consistently exceed standards. | Year-round record all visitor reported accidents attributable to shared-use trails. |

| Issue | Indicators | Measurement of Indicator | Standards (Acceptable Limits) | Management Options | Monitoring of Indicator |
|-----------------------------------|---|---|--|--|--|
| Summer season trail use conflicts | <p><u>Hiking vs. Cycling Visitor Conflicts:</u> The number of cycling vs. pedestrian conflict incidents reported to park staff per year.</p> <p><u>Hiking vs. Equestrian Visitor Conflicts:</u> The number of equestrian vs. pedestrian conflict incidents reported to park staff per year.</p> <p>Cycling vs. Equestrian Visitor Conflicts: The number of cycling vs. equestrian conflict incidents reported to park staff per year.</p> | Following any reported shared-use trail conflict incident, using a trail map record the location where the incident occurred and a brief description of the incident. Complete normal agency incident reporting procedure as necessary. | <p><u>Hiking vs. Cycling Visitor Conflicts:</u> No greater than 5 cycling vs. pedestrian conflict incidents per running mile trail segment per year reported to park staff are acceptable.</p> <p><u>Hiking vs. Equestrian Visitor Conflicts:</u> No greater than 5 pedestrian vs. equestrian conflict incidents per running mile trail segment per year reported to park staff are acceptable.</p> <p><u>Cycling vs. Equestrian Visitor Conflicts:</u> No greater than 5 cycling vs. equestrian conflict incidents per running mile trail segment per year reported to park staff are acceptable.</p> | <ol style="list-style-type: none"> 1) Adjust Standards. 2) Install or enhance trail signs/maps/brochures to inform visitors of allowed trail uses, etiquette, and safety considerations. 3) Establish “bicycle walk zones”. 4) Establish “horse dismount zones”. 5) <i>Redesign trail to decrease speed (such as with control points) or increase sight lines.</i> 6) <i>Add short alternative trail sections for specific user groups.</i> 7) Explore other management options. 8) Institute peak season closures of individual trail segments to specific uses where conflicts consistently exceed standards. 9) Institute year-round closures of individual trail segments to specific uses where conflicts consistently exceed standards. | Year-round record all park visitor reports concerning visitor conflicts attributable to shared-use trails. |

Attachment C

Limits of Acceptable Change (LAC) Winter Trail Management Tables for Mt Spokane State Park

Table 1: Natural Resource Management Issues

| Issue | Indicators | Measurement of Indicator | Standards (Acceptable Limits) | Management of Options | Monitoring of Indicator |
|---|---|---|--|--|---|
| <p>Impacts of snowmobiles on park natural resources in and around designated play areas and un-groomed overland trails.</p> | <p><u>Snowmobiles operating on insufficient snow cover:</u> The number of incidents per month of snowmobiles operating in play areas or on un-groomed overland trails during pre- and post-season snow cover closures.</p> <p><u>Snowmobiles operating during special management closures:</u> The number of incidents per month of snowmobiles operating in play areas or un-groomed overland trails closed for the protection of sensitive wildlife breeding periods.</p> <p>Snowmobiles operating within NFAs or the NAP: The number of incidents of snowmobiles operating within Natural Forest Areas or the Natural Area Preserve (or eligible Natural Forest Area) boundaries.</p> | <p>During normal maintenance, enforcement, and park patrol activities, Park staff, contracted snowmobile enforcement officers, concession staff, the alpine <i>and nordic</i> volunteer ski patrol, <i>and other designated volunteers (such as members of the Friends of Mt. Spokane State Park)</i>, should report all direct observations of snowmobile operation during pre- and post season snow cover closures, special management closures, and within NFA and NAP boundaries to the park manager. <i>Fresh tracks indicating that a violation has occurred will also be counted as a single incident.</i> The date, time, location, and description of incident should also be recorded to determine where the operator crossed out of designated use area.</p> | <p><u>Snowmobiles operating on insufficient snow cover:</u> No greater than 10 incidents per month in any individual play area or un-groomed overland trail are acceptable.</p> <p><u>Snowmobiles operating during special management closures:</u> No greater than 5 incidents per month in any individual play area or un-groomed overland trail are acceptable.</p> <p>Snowmobiles operating within NFAs or the NAP: No greater than 5 incidents per month in area classified as NFA are acceptable. <i>No (zero) incidents per month in the NAP are acceptable.</i></p> | <ol style="list-style-type: none"> 1) Adjust standard. 2) Increase visitor education. 3) Increase regulatory signage. 4) Modify regulatory signage and/or location. 5) Increase law enforcement contacts (patrols). 6) Enhance public information effort (radio/TV/newspaper spots). 7) Establish volunteer snowmobile patrols/play area patrols. 8) Contract with other law enforcement agencies to help enforcement effort. 9) Seek grants and/or other non-traditional funding from snowmobile clubs and manufacturers to hire more enforcement staff. 10) Install informational signing in the Sno-Park or along the entrance road. 11) Work with DOL to include Mt. Spokane snowmobiling brochure/info with registration tabs. 12) Require that snowmobilers register to use their machines in the park and include an orientation conducted by Winter Knights (or other volunteer entity). 13) Require snowmobilers caught out of bounds to attend an orientation conducted by Winter Knights (or other volunteer entity). 14) Explore other management options. 15) Terminate summit bald corridor use license granted to Concessionaire. 16) Eliminate snowmobile use in individual play areas or on un-groomed overland trails that consistently exceed management standards. | <p>During the entire winter season, all reported incidents of snowmobile operation during closed periods and within NFAs and the NAP should be recorded. Should the total number of incidents exceed its corresponding standard prior to the end of the one month evaluation period, one or more management options should be implemented, and another one-month evaluation period begun. Should incidents occur during four <i>three</i> consecutive monthly evaluation periods in the summit bald corridor area, the use license granted to the Concessionaire should be terminated.</p> |

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Table 2: Cultural Resource Management Issues

| Issue | Indicators | Measurement of Indicator | Standards (Acceptable Limits) | Management of Options | Monitoring of Indicator |
|--|--|---|--|---|---|
| <p>Impacts of snowmobiles on park cultural resources in designated play areas and un-groomed overland trails</p> | <p>Snowmobiles witnessed operating over historic structures:</p> <p>The number of incidents per month of snowmobiles operating over the roofs of historic structures (Cook's Cabin woodshed and latrine, and CCC cabin).</p> <p><u>Signs of snowmobiles operating over historic structures:</u> Visible signs of snowmobile operation over the roofs of historic structures.</p> <p><u>Signs of snowmobiles operating over other structures:</u> Visible signs of snowmobiles operating over other park structures including restrooms and toilets, picnic facilities, and signs.</p> | <p><u>Snowmobiles witnessed operating over historic structures:</u> During normal maintenance, enforcement, and park patrol activities, Park staff, contracted snowmobile enforcement officers, concession staff, the alpine and nordic volunteer ski patrol, and other designated volunteers, should report all direct observations of snowmobile operation over historic structures to the park manager. The date, time, weather conditions, location, and description of incident should also be recorded.</p> <p><u>Signs of snowmobiles operating over historic structures:</u> Once per month, park staff should inspect historic structures for signs of snowmobile operation over the roofs of historic structures (tracks or damage to structures). Observed signs should count as one incident.</p> | <p><u>Snowmobiles witnessed operating over historic structures:</u> No (zero) incidents per month are acceptable.</p> <p><u>Signs of snowmobiles operating over historic structures:</u> No (zero) incidents per month are acceptable.</p> <p><u>Signs of snowmobiles operating over other structures:</u> No (zero) incidents per month are acceptable.</p> | <ol style="list-style-type: none"> 1) Adjust standard. 2) Increase visitor education. 3) Increase regulatory signage. 4) Modify regulatory signage and/or location. 5) Increase/modify height of snow fencing. 6) Increase law enforcement contacts (patrols). 7) Establish volunteer snowmobile patrols/play area volunteer patrols. 8) Enhance public information effort (radio/TV/Newspaper spots). 9) Contract other law enforcement agencies to help enforcement effort. 10) Seek grants and/or other non-traditional funding from snowmobile clubs and manufacturers to hire more enforcement staff. 11) Install informational signing in the Sno-Park or along the entrance road. 12) Use alpine area groomers to create terrain features that enhance delineation of historic structures. 13) Work with DOL to include Mt. Spokane snowmobiling brochure/info with registration tabs. 14) Require that snowmobilers register to use their machines in the park and include an orientation conducted by Winter Knights (or other volunteer entity) as part of registration. 15) Require snowmobilers caught riding over historic structures attend a safety orientation conducted by Winter Knights (or other volunteer entity). 16) Explore other management options. 17) Terminate use area license granted to Concessionaire for summit bald corridor. | <p><u>Snowmobiles witnessed operating over historic structures:</u> During the entire winter season, all reported incidents of snowmobile operation over the roofs of historic structures should be recorded. Should any incident occur during the one-month period, one or more management options should be implemented, and another one-month evaluation period begun. Should incidents occur during four <i>three</i> consecutive monthly evaluation periods in the summit bald trial area, the use license granted to the Concessionaire should be terminated.</p> <p><u>Signs of snowmobiles operating over historic structures:</u> Once per month during the snowmobile operating season, park staff should inspect the two historic structures in the summit bald snowmobile play area for visible signs of operating over roofs. Should signs be visible during four <i>three</i> consecutive monthly evaluation periods, the use license granted to the Concessionaire should be terminated.</p> |

Table 3: Recreational Resource/Facility Management Issues

| Issue | Indicators | Measurement of Indicator | Standards (Acceptable Limits) | Management of Options | Monitoring of Indicator |
|---|---|---|---|---|--|
| <p>Impacts of snowmobile use on the safety and experience of other park visitors in and around designated play areas, groomed and un-groomed overland trails, and the summit bald corridor.</p> | <p>Unsafe snowmobile operation: The number of incidents per month of snowmobile operation in an unsafe manner as defined by Chapter 46.10 RCW. This includes speed limits, decibel limits (78 decibels at 50'), operation under the influence of alcohol and drugs, endangerment of</p> | <p>During normal maintenance, enforcement, and park patrol activities, Park staff, contracted snowmobile enforcement officers, concession staff, the alpine and nordic volunteer ski patrol, and other designated volunteers, should report all direct observations of unsafe snowmobile operation, operation outside of designated areas, or operation within the ski areas to the park manager. The date, time, location, and description of incident should also be recorded to determine where the operator crossed out of designated use area.</p> <p><i>Fresh tracks indicating operation of snowmobiles in an undesignated area will also be counted as a single incident.</i></p> <p>A visitor conflict is defined as any incident where either party takes the initiative to report the incident to Park or ski area officials. Only one reported conflict by a particular individual should be counted during an annual monitoring cycle.</p> | <p>Unsafe snowmobile operation:</p> <p>No greater than 3 incidents of unsafe snowmobile operation per month in any individual play area are acceptable.</p> <p>Snowmobiles operating outside designated areas:</p> <p>No greater than 5 incidents per month of snowmobiles crossing out of any individual play area or groomed or un-groomed trail are acceptable.</p> <p>Snowmobiles operating within alpine ski area:</p> <p>No greater than 3 incidents per month of</p> | <ol style="list-style-type: none"> 1) Adjust standard. 2) Increase visitor education. 3) Increase regulatory signage. 4) Modify regulatory signage and/or location. 5) Increase number of boundary signs/barriers. 6) Increase law enforcement contacts (patrols). 7) Establish volunteer snowmobile patrols/play area volunteer patrols. 8) Enhance public information effort (radio/TV/Newspaper spots). 9) Contract other L.E. agency's to help enforcement effort. 10) Seek grants and/or other non-traditional funding from snowmobile clubs and manufacturers to hire more enforcement staff. 11) Install informational signing in the Sno-Park or along the entrance road. 12) Use alpine area groomers to create terrain features that enhance boundary delineation. 13) Work with DOL to include Mt. Spokane snowmobiling brochure/info with registration tabs. 14) Require that snowmobilers register to use their machines in the park and include an orientation conducted by Winter Knights (or other volunteer entity) as part of registration. 15) Require snowmobilers caught out of bounds to attend a safety orientation conducted by Winter Knights (or other volunteer entity). 16) Explore other management options. 17) Terminate summit bald play area use license granted to Concessionaire. 18) Eliminate snowmobile use in play areas or on un-groomed overland trails that consistently exceed management standards. | <p>During the entire winter season, all reported incidents of unsafe snowmobile operation, snowmobiles operating outside of designated areas or within the ski areas should be recorded. Should the total number of incidents exceed its corresponding standard prior to the end of the one-month evaluation period, one or more management options should be employed and another one-month evaluation period begun. If in the summit bald corridor the number of incidents exceed corresponding standards during 3 consecutive monthly evaluation periods, the use license granted to the Concessionaire should be terminated.</p> |

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| | <p><i>property or persons, safety equipment, operation on public roadways, and wildlife harassment.</i></p> <p>Snowmobiles operating outside designated areas:</p> <p>The number of incidents per month of snowmobiles outside of designated areas.</p> <p>Snowmobiles operating within the <i>nordic and</i> alpine ski area:</p> <p>The number of incidents per month of snowmobiles</p> | | <p>snowmobile operation within the alpine ski area are acceptable.</p> <p><u>Snowmobile related Visitor Conflicts:</u> No greater than 5 visitor conflicts per year are acceptable.</p> | | |
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| | <p>operating within the alpine ski area.</p> <p><u>Snowmobile Related Visitor Conflicts:</u> The number and location of reported visitor conflicts related to snowmobiling (snowmobiles vs. other use type).</p> | | | | |
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Attachment C

Excerpts of Washington State Parks and Recreation Commission's

1992 Winter Recreation Program Page 8

D. Washington State Parks Action

In 1966 the Commission allowed motorized snow vehicles in designated areas at Lake Wenatchee, Mt. Spokane, and Pearrygin Lake State Parks on a one-year trial basis. In 1967 this authorization was continued and expanded to include specified areas at Alta Lake, Brooks Memorial, Field Springs, Kamiak Butte, Lake Wenatchee, Mt. Spokane, Pearrygin Lake, and Riverside State Parks.

In 1970 the Commission authorized a specific program of snowmobile coordination which resulted in the "Snowmobiling in Washington State" master study leading to the 1971 legislation (Snowmobile Act).

In 1971 the Commission initiated Implementation of the Snowmobile Act by entering into agreements with other agencies, organizations, and individuals to remove snow at parking areas; curtailing volunteer instructors to provide safely training classes: establishing a position of snowmobile coordinator: and, distributing snowmobile regulations brochures.

In 1976 the Commission approved prioritized objectives and formally adopted goals and objectives which specifically included snowmobiling. A special ski touring program at Mt. Spokane State Park was authorized. This park program was coordinated with local ski tourers, snowmobilers, landowners, and the state park concessionaire. The Commission also authorized a master Memorandum of Understanding with the Wenatchee National Forest for winter recreation parking areas.

In 1977 the Commission adopted WAC 352-32-260 "Sno-Park Permit." This implemented the Sno-Park legislation by requiring the proper display of a valid Sno-Park permit when parking in a designated winter recreational parking area. The Commission also adopted an amendment to WAC 352-32-260 which provided reciprocity to another state or nation which honors a Washington State Sno-Park permit.

In 1980 the Commission adopted Chapter 352-48 WAC to administer grants and contracts supported by snowmobile account funds in accordance with the 1979 legislation.

In 1983 the Commission adopted Chapter 352-56 WAC to administer grants and contracts supported by the Winter Recreation (Sno-Park) program account funds in accordance with the 1982 legislation.

From 1979 to 1990, the Commission adopted new WACs and amended existing WACs to set the snowmobile registration and SnoPark permit fees: display requirements for the Sno-Park permit: and prohibit dogs on groomed cross country ski trails in state parks.

During this period the Commission has also contracted with the University of Washington to conduct a snowmobile and wildlife impact study in 1983: made appointments annually to both advisory committees: established six geographical areas of the state where winter recreation activities occur (Map 1, page 10): approved the distribution of funds through grants and contracts to develop, operate, and maintain winter recreation facilities: developed and implemented safety, enforcement, and education programs: and entered into a master agreement with the USDA Forest Service Region 6 to facilitate the development and operation of winter recreation facilities and programs on National Forest lands using State Parks Winter Recreation program funds.

The Commission also authorized the purchase of trail grooming equipment to groom cross country ski and snowmobile trails throughout the state.
