

Comment: and I am against the proposed Iron Horse Trail project in its entirety. I own property and farm adjacent to the John Wayne trail. There is currently a trespassing problem that will be exacerbated by increased access. Further, I farm poultry adjacent to the trail. Last year two dogs that accessed my farm from the trail killed more than \$9,000 worth of birds.

This plan should at the very least include a permanent fence to protect land owners from trespassing and harassment from pets. I proposed this in the public meeting in Rosalia. That suggestion was ignored, as I don't see any fencing in the master plan. Since the state is going to increase the likelihood of damages to adjacent land owners by increasing use of the trail, the state should also take steps to mitigate those damages. This plan includes none.

Further, this plan has failed to address any of the most prevalent sentiments expressed at the public meetings in our area. I feel strongly that the people who have a stake in this project and who have voiced their opinions have been ignored in its planning.

Comment: Avista Utilities has gas and electric facilities in several locations along the John Wayne Pioneer Trail. When more detailed plans are available, please contact me so we can determine if your project will impact our facilities.

Comment: I am not in favor of this park. We have trouble paying for upkeep on the parks we already have.

Comment: I ask you to support the Iron Horse/John Wayne trail because of its historic significance as well as the present day opportunity to experience the beauty of the areas it traverses. The John Wayne Wagons and Riders have been instrumental in maintenance and use of this for many years. It has been my pleasure to be among them for the past 6 years. Thank you!

Comment: 1. Looks overly ambitious to me - except for the toilets & maybe the parking facilities.
2. Hope you'll allow driving, where practical, along the trail.

Comment: Diane Nebel, member of Rosalia Historical Planning Commission Rosalia, Washington

In response to this email - would like to do a little catch-up here: Looking over past meetings initiated by Bill Fraser (now retired) from the Park's Wenatchee Office, we have a folder of information and pamphlets on not only the John Wayne Trail but several other associated trails at a meeting held by the Washington State Trails Coalition on Oct 3 and 4, 2008 at the Spokane Convention Center. Also, we have in our file, copies of several Rosalia letters of support, that were requested for the John Wayne Pioneer Trail - Malden to Tekoa, . RCO #11-1101, dated 2008, 2009 and 2011. Up until this email, this is the first we have heard from your agency regarding an update?

Was wondering if those letters of support mentioned above were ever forwarded to you by Mr. Fraser, if not - we can send copies before your comment deadline of February 10, 2014? Hopefully, we won't have to re-invent the wheel here.

Comment: These are some concerns I have about the update of the Iron Horse Master Plan:

1. Fire danger. Looking at the picture on the website, I see a rail-bed covered with dry pine needles with a dry grass border on both sides of the trail. That is a range fire waiting to happen!

2. People problem. Ever since this trail was established, we've had people trespassing on our property repeatedly. They won't stay on the trail! During hunting season the problem is really bad. The people

use motorized vehicles all the time. People do not respect private property anymore. The John Wayne Trail borders my property in Spokane and Whitman counties for approximately 2.8 miles.

The risks I've listed are too great for me to approve such a plan.

Comment: As requested, a summary of your general comments and discussion is as follows:

- Parks should do a more adequate job of controlling noxious weeds.
- Clarify Parks management policy for picking up trash along the trail.
- You request the ability to continue hunting and crossing the trail to access your property on both sides.
- Recognizing that Parks policy does not allow hunting on Parks property, owned or managed, clarify buffer or hunting setback policy for hunting along the trail, if any.
- The Pandora Trailhead is not proposed to be on your property.

Comment: You asked! HELL no, any money spent on this side of the mountains should be spent on gravel roads in Whitman County, oil them so they don't need to be graded.

Spend the money on the Highway between Spangle and Colfax that had the land set aside 50 years ago for the highway! People were forced to move out and nothing has ever been done with the land. **If someone wants to ride or hike the John Wayne Trail, let them rough it like the pioneers did!** Washington, don't be stupid like the OTHER Washington. Pouring money down a rat hole makes better sense than spending it on the John Wayne Trail..

Am I disgruntled, you better believe it! The way money was squandered on the newest project just South of Spokane - that million dollar plus project is the most ridiculous misuse of our tax money I have ever seen. A light or a turn lane could have sufficed--- no I am not an engineer, but come on - overkill is the only word for this exchange.

I have lived in Whitman County for 75 years and where I live now for 50 years plus----a stone's throw from the John Wayne Trail, trust me, very few people use it! The rails were taken out and the overpass/viaducts were removed, who knows how much was spent doing that alone! If the money had been spent to repair the railroad bed and the railway system been upgraded, the roads and highways would be in better shape. There are too many huge trucks moving produce and products on our highways when the rail system would have worked much better!

I could go on and on, but you get the idea!

P.S. The towns of Malden, Rosalia and Tekoa, (and Oakesdale) need development, give the money to them to help rebuild their towns. We pay taxes and WAY TOO MUCH money is spent on the WEST side of the mountains.

Comment: I was excited to see this proposal come forward and am very supportive of this action. Having grown up in eastern Washington I know what this area has to offer and am also interested in seeing these local communities receive some economic benefit from this added link to the already existing trail system. I hope to ride this section myself.

Thank you for engaging in this worthwhile endeavor.

Comment: Personally I am thrilled that Parks plans to address this section of the John Wayne Pioneer Trail. I am very familiar with this section. I have ridden my horse and camped along it as part of the John Wayne Pioneer Wagons and Riders. It is one of the most beautiful sections of trail...the pine woods

of Malden, the picturesque town of Rosalia, the rolling Palouse and the tough little town of Tekoa with its magnificent trestle.

Repairing the surface of the trail so that it is safer for users is of primary importance. Accessibility is next as it is difficult to find suitable parking and camping areas. As a long time member of the JWPWR association, I have had many people ask me how to access the trail and where to camp. Too often the answer is "You have to know somebody".

I am also very happy to see that the trail route has been so carefully documented and inventoried. In my long association with the trail, I knew that easements, roads, crossings and in some case ownership along the right of way were not known. The maps that accompany this plan are awesome.

Someday we hope you can address the route around Rock Lake, the most spectacular section of the trail.

Thank you to Jamie Van De Vanter and parks staff for developing this planning document. I look forward to your successful implementation.

Comment: I am a member of the Back Country Horsemen of WA and my family and I have rode the John Wayne Pioneer Trail from Lind to Tekoa. We had a wonderful ride and enjoyed every minute of it. I highly recommend the Iron Horse Master Plan. It would fill the much needed

Comment: Iron Horse Park Master Plan changes needed

Change parallel parking--I assume that means horse trailers, bumper pull and 5-wheel type

Dimensions of parking space should be revised to 15 x 75 feet, not 15 x 60 feet.

Lots of work went into plan. Do not let this project seem to hard to accomplish for future of us all.
Comment: I have not seen the section east of Malden, but have bicycled and hiked sections from North Bend to Lind

I support keeping the completed right-of-way as a public corridor

In addition, I think WA Parks, DNR and WSDOT need to get together and come up with a plan to deck the RR bridge south of Vantage. This remains the largest gap in the ability to hike or bike from North Bend to Idaho. I can't imagine taking a horse across the I-90 bridge at Vantage (biking it is scary enough)

Comment: The XXX Partnership and the XXX Trust own approximately a mile of abutting farm land property on the west of the right of way between Seabury and Lone Pine. The creosote pilings remnants of a train trussel demolished years ago remains an eyesore and should be removed. We've made this request several times but received no action or response. Several deeded ingress and egress right of ways have also been made impassible in violation of the covenants. We'd appreciate these requested improvements be acted upon in order to comply with current environmental and deeded property rights. The XXXfamily owns additional lands North in Sections 13,19 and 20 that share our concerns. You can reach them at telephone number XXXXX or by email at XXXX.

We have appreciate the preservation of the many apple and other fruit trees that exist in the right of way and have enjoyed picking fruit annually. The trees resulted from Chinese work crews tossing their eaten fruit seeds on to the earthen sides of the right of way during the early 20th century construction of the railroad. Their historic value is reminiscent of earlier times and continue as a side benefit for those who travel the route.

Thank you for consideration of our input as the Parks Development staff considers improvement funding. Please contact me if you need additional information. If you wish to inspect the property please contact XXXX. He will arrange to meet your inspector at the property. I look forward to your response.

Town of Rosalia

P.O. Box 277
Rosalia, WA 99170-0277
(509) 523-5991

Planning and Partnership
Washington State Parks and Recreation Commission
1111 Israel Road SW
PO Box 42650
Olympia, WA 98504-2650

Dear Commissioners:

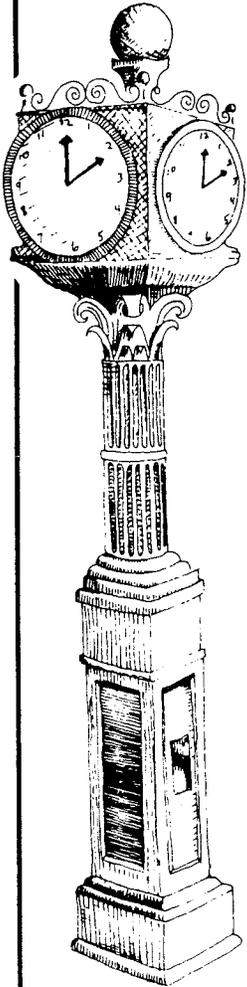
The planned Iron Horse State Park Rosalia Trailhead has the potential of having a very positive economic impact to the Town of Rosalia. I have been interested and involved in the project since the discussion began. I was a member of the city council when the possibility was first presented, and helped facilitate the public meeting conducted by Bill Fraser in Rosalia. I also walked the trail with Mr. Fraser and our then mayor, Jim Stenhouse, as we discussed the possible alterations and improvements to the current trail property between Gashous and Seventh streets. Today, as mayor of Rosalia, I have to consider all of the issues against as well as the positive potential of the Trailhead for our community.

On the face of it, having trailheads located inside the city limits has the potential of having a very positive impact on Rosalia's economy. Having such a family oriented, low impact attraction in our community has met with strong approval in the business community. However, some of the same concerns about the plan when it was first proposed do not seem to be addressed sufficiently in the Plan Amendment.

Most significantly, the plan repeatedly defines the trail as a "non-motorized" recreational trail, yet for the Rosalia section between Gashous and Seventh, the plan involves widening and grading the trail to allow motorized vehicles access for parking, and rest facilities. This would allow campers, horse trailers and other vehicles to enter the trail at one end and drive the trail to the other end on this portion of the trail. There are several potential sites nearby (rodeo grounds, Co-Ag property and possibly some city owned property) at ground level that could be much more efficiently utilized, at less expense, that I feel should be considered. Allowing motorized vehicles on any portion of the trail invites abuse of that area.

I am also concerned that the issues and problems of bordering property owners have not been successfully addressed. The old railroad and current trail are an important part of Rosalia's history, and sharing that history is important. We must be cautious with extending privileges and services to visitors without ensuring that Rosalia's citizens' property is protected as well.

Please consider revising the Rosalia portion of the Trailhead Plan to disallow motorized vehicles of any kind on any portion of the trail. The Town of Rosalia will consider other alternatives for parking and facilities that might be



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presented. Please also consider adding more specific details to address bordering property owner concerns.

Again, while the potential for a well-tended recreational trail with possible self-guided tour kiosks sharing history of the area, farming and crop information, could be an economic benefit to Rosalia, I would appreciate the commission considering the suggested revisions to ensure the safety and security of bordering properties.



Nanette L. Konishi
Mayor, Town of Rosalia

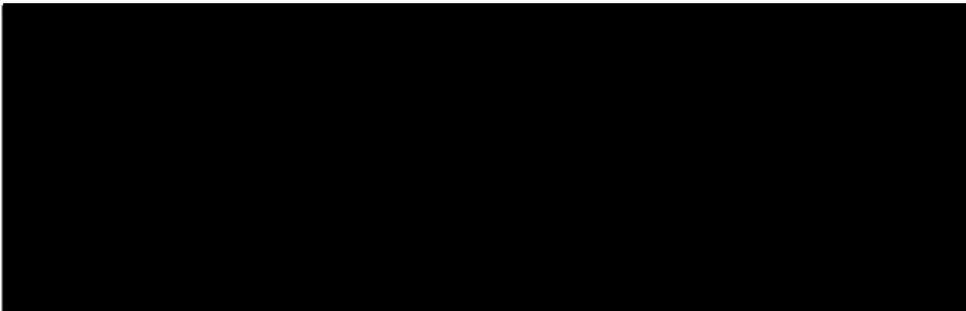
Dear WA Parks & Recreation Commission,

I am very disappointed to see that the Washington Parks and Recreation Commission is still moving forward with its plan to install trailheads and improve the Iron Horse Trail through Rosalia. I attended the meeting hosted by Bill Frazier last year and as far as I know NO ONE wanted this project to move forward. There was absolutely NO support.

As a landowner, whose property is alongside the trail, I objected to the project because the plan did not include anything like fences, gates, or signs to keep people on the trail! We have experienced a great deal of trespassing due to people's inability to stay on the trail. The Rosalia Trailhead exit will be located on the south side of Gashous Rd. My driveway entrance is exactly on the opposite side of the Trailhead entrance. We already have people parking on our driveway to hunt and use the trail, despite the unfriendly signs attached to our GATE.

My family feels that the Parks Commission, while their intentions are noble, have disregarded not just our wishes, but the wishes of all the landowners along the trail.

If you are going to force this through, you will need to mitigate or eliminate trail users ability to trespass and access private property. Meet with us again, so we ALL can be heard, then implement a solution that will satisfy the landowners objections.





BACK COUNTRY HORSEMEN OF WASHINGTON
110 W. 6th Ave. PMB 393
Ellensburg, WA 98926

DATE: February 3, 2014

Partnership and Planning
Parks Development Service Center
Washington State Parks and Recreation Commission
PO Box 42650, Olympia WA 98504-2650

IronHorse.PalousePlanning@parks.wa.gov

RE: Updating Iron Horse Master Plan – Iron Horse Palouse Trail (Malden to Idaho Border)

The Back Country Horsemen of Washington (BCHW) are pleased that Washington State Parks is amending their master plan to accommodate trail and trailhead development for the eastern section of the John Wayne Pioneer Trail between Malden and the Idaho border. We agree that more recreational opportunities in this portion of the state as well as supporting the communities of Malden, Rosalia, and Tekoa are important, and we also feel that this part of Washington State is sometimes overlooked for its recreation potential. In addition, it is a struggle to get trails that feature equestrian use to be rated well, which is reflective in the ratings received by three key NOVA planning grants in 2011 that we valued, being this one (11-1101) along with the DNR planning projects at Harry Osborne and Tunerville (rating 24, 23, and 25 respectively). Thankfully NOVA was able to cover these projects. We hope to see future segments of the John Wayne Trail addressed, including the high interest scenic area around Rock Lake, completed repairs of the Thorp area tunnels, and expanded facilities and WDFW use at Revere.

As accurately reported in the draft Plan Amendment, the Palouse region is reflective of a pastoral farming area of Eastern Washington that is uniquely different from other parts of Washington State. Many BCHW members live in this region, and while we are often associated with the mountainous public lands areas, we highly value having trail systems that connect rural communities. Indeed, BCHW members complete the annual ride on this trail with the John Wayne Pioneer Wagons and Riders Association (JWPWRA). We do realize that establishing and maintaining a public access trail through this working country requires an on-going cooperative relationship with the landowners and communities. BCHW has been a leading organization in supporting changes in the law that will give State Parks more latitude with working with farmers as well as accommodating ADA access where appropriate and in a manner that maintains stock and rider safety.

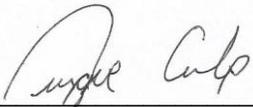
We do support the gravel surfacing of these 34 miles of trail as well as the proposed trailhead development proposals for Malden, Rosalia, Pandora, and Tekoa. While Pandora was not part of the original focus, this added site will provide another access/stopping area along the trail. A more developed camping area at Tekoa is also appropriate. We have no issue with the land classifications of recreation resource, heritage structures, and recreation (for Tekoa). As to proper location of “equestrian tie downs”, which we take to be either hitch rails or highline poles, we recommend working that out with JWPWRA staff.

Our main concern has to do with the ADA language. We have no problem with trying to make most of this trail ADA accessible even though the designed use is pack, saddle, (and driving stock), not

hiker/pedestrian (should this be scoped like federal classifications as covered in the ADA rules). We do question the paragraph that reads “In accordance with ADA Final Rule 1017 Trails, trail slopes between 8.33% and 10% shall be paved and have 30-foot resting intervals.” (Draft Master Plan Page 12). To our knowledge there is no such requirement in 1017 or 1019 that these grades be paved, just hard surfaced (gravel). We know there have been some AASHTO design leanings towards pavement as interpreted by WSDOT for shared use paths in urban/suburban areas, but in fact to our knowledge there are no actual requirements by FHWA, ADAAG or granting agencies that pavement is required on any slopes. Again, this is a trail designed for stock use, and unnecessarily having paved surfaces on steeper grades will both lead to slipping and faster downhill speeds by bicycles and other users. This will effectively increase safety problems, not decrease them. We do understand the use of pavement in certain locations for drainage or for designing in urban access from roads and sidewalks, but there should not be any statement saying that the standard for the trail on slopes greater than 1:12 should be pavement.

Just as there are many kinds of horseshoes and many kinds of bicycle tires, there are also several options for wheelchairs and power assisted mobility devices. ADA rules are clear that the designed use of a trail needs to be supported.

Thank you for considering my comments.



Trygve Culp, President
Back Country Horsemen of Washington

cc: John Wayne Pioneer Wagons and Riders Association
Senator Mark Schoesler
Representative Judy Warnick

To: Washington State Parks and Recreation Commission

From: Tom Short, John Wayne Pioneer Wagons and Riders Association, Trail Development Chair

We are elated that Washington State Parks Planning Staff has completed the Draft of the "Iron Horse Palouse Planning Document" for the area from Malden to Tekoa and the Idaho Border. We envision, with this plan, that this beautiful section of the John Wayne Trail will one day be as easy to use for individuals and groups as the section from Rattlesnake Lake to Ellensburg. Trailheads at Malden, Rosalia, Pandora, and Tekoa will provide parking for cars and trailers, basic toilet facilities, facilities for securing horses, and Trail use history and information. Proposed standards for Trail surface and grading of approaches to road crossing necessitated by removed bridges, when implemented, will provide access and enhanced experience for so many more folks. Bicyclists, especially at both ends of the age spectrum, walkers, and equestrians not having to use special hoof pads and shoeing just for this ride will benefit. Of course I travel the trail with a team and carriage and I am very elated about the possibility of not having to constantly try to avoid rocks and not get my wheels caught in bridge decks.

The less visible part of this Planning Document is what I am so positive about. It is the computerizing of the 34 mile section of trail. They have inventoried bridges, the removed bridges, culverts, easements, and land ownership. This mapping is broken down to 39 pages of 8.5" x 11" and each page covers about one mile. This will allow us to take this along on rides and work parties and accurately report Trail problems, potential areas for improvements, and most importantly to communicate the location of Trail users or animal's accidents.

One of the items not directly covered in the Document is overflow parking for large groups, our Annual Cross State Ride, Scout groups or bicycle groups. We are confident that with the amount of property that Parks owns along the Trail, group camping sites by reservation can be included.

Once again our thanks to Jamie Van De Vanter RLA and Parks staff for putting this Planning Document together. **The John Wayne Pioneer Wagons and Riders Association is committed to working with Parks to implement the Plan.**

Tom Short, JWPW&R Trail Development Chair, 206-714-1163, trails2u@juno.com

My name is Ted Maxwell and I have been the mayor of Malden, WA for the past six years. I was recently re-elected for another four year term. I have been asked by the state of Washington Park service to comment about possible upgrades to the John Wayne Trail as it passes through our town and in close proximity.

Malden was originally formed to service a large Milwaukie Railroad switchyard situated along Pine Creek which flows through the middle of our town. Malden today is a stable bedroom community of around 200 to 220 residents, many of whom live inexpensively in preserved housing built as long as 100 years ago. We are in the Rosalia School District. There are no business establishments. I am unaware of any Malden resident who might hope for economic benefit from any state development on the trail. We do feel that a proposed project would greatly help the tourists who travel through our town by providing a rest stop and area information facility.

My private opinion which I have not discussed with others concerns the question of highest and best use of the former Milwaukee Railroad. Recent articles in the Spokane Spokesman Review, Inlander and other media sources point out the gridlock on railroads carrying coal and crude oil, grain and Amtrak service. I think that if pipelines are not increased due to environmental objections, the already proven roadbeds of the former railroads would be the most inexpensive means to handle rail freight expansion.

During pleasant weather, we have a lot of car clubs, motorcycle clubs and bicycle tours and rallies roll through our town. There is also increased traffic in individuals on motorcycles and bicycles. We have no rest room facilities for visitors unless it is during the limited times the town hall/library is open. The very narrow county roads with numerous blind curves that provide access to Malden are a real safety hazard to those who ride the bikes.

If the John Wayne Trail was a paved bike and hike path, the scenery would be enhanced safety would increase. Diverting the slow bicycles onto the trail would allow normal speeds for the cars and trucks. Malden is rich in historical ways and a rest area and information kiosk for those who stop would be worthwhile.

The only opposition to development on the local trail that I am aware of is voiced by a small group of farmers and ranchers along the borders of the trail. Some, but not all, of these property owners fear increased trespass, vandalism, theft and fire. The past area range fire and forest fires, I'm told, were often accidently started by the ranchers.

If the state parks can afford the proposed development along our portion of the trail, I think our residents will be pleased. Malden has an impressive volunteer ethic and we would likely embrace and try to preserve whatever you are able to build.

Ted Maxwell
Mayor