



October 23, 2009

Bill Koss, Planning Program Manager
Washington State Parks and Recreation Commission
1111 Israel Road Southwest; PO Box 42650
Olympia, WA 98054-2650

Mr. Koss:

The Lands Council (TLC) is pleased to provide comments on the Draft Environmental Impact Statement (DEIS) for the Mount Spokane State Park Master Facilities Plan.

Mt. Spokane State Park provides the closest large wildland forest recreational opportunity for hundreds of thousands of Spokane County residents, including hundreds of members of The Lands Council. TLC recognizes the often competing recreational preferences of people, as well as the conflicts human recreation potentially represents to wildlife, water quality, air quality, and a fully functioning ecosystem. We appreciate that State Parks is attempting to balance these competing needs of people and the natural environment with its draft Master Facilities Plan.

The DEIS states that the objectives of the Master Facilities Plan objectives include:

- Enhance recreation opportunities and experiences within the park;
- Minimize impacts of existing and new facility developments and improvements on areas of high natural and/or cultural resource value;
- Develop a long-term program for facilities, including potential expansion, renovation and development;
- Enhance visitor experience through an improved entrance experience, a comprehensive trail system considering year-round and/or season-specific uses, new parking and trail head facilities, expansion of overnight facilities and day use area projects, new design guidelines for the park that reflect the rich history of the area, establishing an interpretive plan for the park, and other measures;
- Identify desired changes in park boundaries and land ownerships;
- Establish land classifications for the park; and
- Address park administrative facility needs to improve management capabilities.

Nearby national forests in this region are experiencing rapid increases in motorized vehicle use, and places for quiet, nonmotorized recreation are becoming harder to find. TLC supports quiet recreational opportunities, and urges State Parks to prioritize such recreational opportunities in its planning.

TLC also recognizes that even quiet recreational activities have the potential to adversely impact wildlife and other natural features of the park, and therefore is in support of State Parks consideration of areas for their wild character.

We note that the Proposed Alpine Ski Expansion Area (PASEA) was not included in the Mount Spokane State Park Facilities Master Plan DEIS. The PASEA is not currently classified within the land classification system used by State Parks. Because of the current outstanding natural integrity of the PASEA, we urge State Parks to designate the area of the PASEA as Natural Forest Area. The area meets criteria for Natural Forest Area designation and is being managed as such

TLC notes that approval of the Proposed Action would provide programmatic and conceptual direction for management, operation and improvements to the Park, and that additional site-specific SEPA analysis would be required to implement proposed improvements. We look forward to participating in the public dialogue and within the context of the SEPA process as site-specific management activities are contemplated to implement the Mount Spokane State Park Master Facilities Plan.

In conclusion, Mt. Spokane State Park offers a diverse and unequalled opportunity for outdoor recreation to our members and the citizens of the Spokane area, and should be protected for its wildland recreation values for future generations. Thank you for consideration of our comments.

Sincerely,

/s/

Jeff Juel, Forest Policy Director
The Lands Council
25 W. Main Ave., Suite 222
Spokane, WA 99201
509-209-2401

From:
Sent: Thursday, October 22, 2009 1:48 PM
To: Koss, Bill (PARKS)
Subject: RE: Alternate Route

Hi Bill,

Speaking for the snowmobile community we feel that the first option should be no further changes to the snowmobile trails. Expansion of the Nordic trails over the top of the snowmobile trails and pushing them on to less desirable trails is not really warranted. The, we need it more than you do idea!

We were told earlier that Parks did not want one group to get all the high ground. Yet that is what is happening. We have already given up high ground on our trails for Nordic expansion. We lost a quality trail, with excellent views to the east so Nordic expansion could happen.

There is a lot of unrest in the snowmobile community given the way that some of these trail options were handled. With four Nordic skiers on the committee some options were never seriously studied, as they

were dismissed by Nordic as not an option. Second that if we are forced to move it should be to a quality trail, with the parameters that were discussed earlier. Other users telling us that this should be good enough, is not a good answer. At what point does somebody say that this is not reasonable, that the snowmobilers deserve to continue to have quality trails also. Nordic skiers trying to build the ultimate system should not come as a cost of other users downgrading the system that they have, this is what would happen should the Linder Ridge road be given to the Nordic skiers.

When we agreed to make changes to our system it was with the idea we were to have a gentle grade, so I am not sure how we go from having an agreement, to this is going to be good enough for you.

If we are to change we would prefer the upper option with a gentle grade. Also minimum width should be 16 to 18 feet not 14. We already have problems with the outer trail on IEP property that was built to 18 foot width.

Another of our concerns is that there will not be adequate snow in some years on a lower road, there needs to be an option that if a new road is built, that if it is not usable for lack of snow or for any unforeseen reason that the Linder Ridge rd would revert back to snowmobile use. Being displaced with no way to join other usable trails is a real concern.

We have worked with Parks for many years to maintain a quality trails system at Mt. Spokane. We have donated much time, effort and even money to Parks to strive for the best trails and experience that we can for the snowmobile community and others at Mt. Spokane. We hope to do so for many years in to the future.

Two Options for Routing Proposed Trail 260 (New Snowmobile Connector)

October 6, 2009

Both options start on Spokane Mountaineers property at the Linder Ridge Road and end on IEP property at the Condo Road.

Option A: The original higher route that Paul flagged 2 years ago.

Top Elevation: 4540'
Bottom Elevation: 4201'
Elevation Change: 339'
Length: 0.76 mile = 4013'
Average Grade: $339' / 4013' = 8.4\%$
Short Grades: Not measured

Significant trees to be removed:

- Four 15" dead or dying
- Five 12-15" grand firs
- One 22" hemlock
- Two 10" subalpine firs
- One 11" douglas fir
- Two grand firs connected at base 9" and 15"

Water crossings:

- One 4' culvert needed at huge tree with possible den within base. Dry stream bed in fall.
- One area near seasonal spring, brushy area.
- One currently wet area with small stream
- One running stream just before park boundary, 18' wide with deep channel.

Option B: The existing old road

Top Elevation: 4540'
Bottom Elevation: 4201'
Elevation Change: 339'
Length: 0.43 mile (2270')
Average grade: 15% (339/2270)
Short grades: 24% at bottom, 16%, 21%, 22%, 11% (for most of top part), 17%, 20%.
Significant trees to be removed:
Two damaged/dying trees
One 12" grand fir, slightly damaged
One 11" hemlock, slight butt damage

Water Crossings:

Trail crosses just above spring that is dry in the fall near bottom of trail
One stream crossing (dry in fall). 21% trail grade just above crossing.

From: Koss, Bill (PARKS)
Sent: Tuesday, October 20, 2009 11:10 AM
To:
Subject: Alternate Route

Hi XXX - In talking with staff, the comments are mixed. Some feel the upper route can work; that the impacts can be mitigated. Others feel that the impacts of the lower route are less than the upper route and support that. No final recommendation is done yet. I'd like to see your comments included in the mix so that all the parks folks can examine all the information and prepare the recommendation that will go into the FEIS.

And I agree that we need to address low snowfall years or times of the year with less snow on any alternate route. What is your recommendation to handle that? Bill.

-----Original Message-----

From:
Sent: Monday, October 19, 2009 1:27 PM
To: Koss, Bill (PARKS)
Subject:

Bill,

Hi how are things progressing over there? I was hoping to hear something so that my I comment would be relevant to what was proposed. Aren't those comments supposed to be in by the 22nd. Also what about a low snow year that does not allow access on the lower road, are we still supposed to have access out the Linder Ridge road, as was proposed earlier. I would want that language in writing.

-----Original Message-----

From:
Sent: Tuesday, September 22, 2009 8:58 AM
To: Hurst, Nata (PARKS)
Subject: Mt Spokane lodge rebuilding

Dear Ms Hurst,

We are hearing a lot about "shovel ready" projects which will have an immediate and lasting effect on local economies. The renovation of the facilities on Mt Spokane are long overdue and would provide several years of work for local citizens. Not only is there near term employment but, long term, we'd bring back to Washington some of the \$ that are now going to other states and Canada as skiers and outdoor enthusiasts seek other venues with superior facilities. Thank you for your consideration.
Sincerely,

-----Original Message-----

From: Costello, Terri (ECY)
Sent: Thursday, September 24, 2009 11:56 AM
To: Hurst, Nata (PARKS)
Subject: Ecology comments, N. Hurst

Terri Costello
SEPA Coordinator
WA State Department of Ecology/ERO
4601 N. Monroe Street, Spokane, WA 99205-1295
Phone: (509) 329-3550; Fax: (509) 329-3529
E-mail: temi461@ecy.wa.gov <<mailto:temi461@ecy.wa.gov>>
For more information about the Washington State Environmental Policy Act, go to:
www.ecy.wa.gov/programs/sea/sepa



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

4601 N Monroe Street • Spokane, Washington 99205-1295 • (509)329-3400

September 24, 2009

Ms. Nata Hurst
Washington State Parks and Recreation Commission
P.O. Box 42650
Olympia, WA 98504-2650

Dear Ms. Hurst:

Thank you for the opportunity to provide comments regarding the Mount Spokane State Park Master Facilities Plan Report (Proponent– Washington State Parks and Recreation Commission). The Department of Ecology has reviewed the documents and would like to submit the following comments:

Solid Waste Program

It is preferable to leave the existing vegetation undisturbed for both aesthetic and practical reasons. However, if it must be removed the applicant is encouraged to dispose of it at a compost facility or replant it elsewhere.

To limit use and exposure to toxic chemicals, the applicant should use integrated pest management (IPM) tools to control problem insects, molds and weeds. Please see www.ecy.wa.gov/programs/swfa/upest for information on IPM in schools and residential environments or contact Marni Solheim at (509)329-3564. The website also contains pesticide use laws for landlords, public schools and licensed daycare facilities.

Landscaping should incorporate waste prevention measures and the use of organic materials. Water needs are reduced by use of drought tolerant plantings, compost material, mulch, and drip irrigation. Pesticide and herbicide use is eliminated or reduced by use of pest resistant and native plantings. Compost is also an effective soil amendment. Chipped woody debris can be used to mulch ornamental beds, suppress weeds, retain moisture, control erosion, and provide a base for pathways. We also recommend using organic debris generated on-site if possible for landscaping.

The applicant should consider designing the project so opportunities to recycle are at least as convenient as waste disposal. Try to provide adequate, properly located space inside and outside the project to accommodate equipment and containers for processing and storage of recyclables. Plan to recycle items such as paper, glass, aluminum and other metals, corrugated containers and plastic.

State Environmental Policy Act (SEPA)

Ecology's comments are based upon the information submitted for review. As such, they do not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

Please add my contact information to any mailing list you are maintaining.

Sincerely,



Terri Costello
SEPA Coordinator
Department of Ecology
Eastern Regional Office
4601 N. Monroe Street
Spokane, WA 99205-1295
Phone: (509)329-3550
Email: temi461@ecy.wa.gov

E09-458

-----Original Message-----

From:

Sent: Tuesday, October 06, 2009 11:30 AM

To: Koss, Bill (PARKS)

Cc:

Subject: Mt. Spokane State Park Planning - Poof! there goes the big picture

Hi Bill, judging by your meeting notes, this must have been quite a 'charged' meeting.

<http://www.parks.wa.gov/plans/mtspokane/Phase%201%20-%202002%20Issues%20and%20Concerns.pdf>

I'm a skier, hiker, camper and mountain biker who enjoys the Park and outdoor recreation all over this Continent, and I believe careful management of the 'most important underlying issue', can result in keeping everyone happy on all sides of these arguments.

There are a lot good points/perspectives, and some ignorance, buried within these issues re: conservation and serving the local community needs. This is a delicate balance that I believe could be served most by focusing on the 'all important' issue of "proper Park and Forest Management" to avoid catastrophic fires. We should learn to look to examples in our National Parks and general forest management practices Nationwide.

Unless some plan is put in place to rid the Park's forest floor of all the fuel (unmanaged now for how many years?), none of these concerns will remain valid if Mt. Spokane goes up in smoke. If too much fuel is left on the ground and this forest isn't selectively thinned, a fire will destroy/crown all the trees...versus just burning along below the old growth. Wildlife Habitat, Watershed, Viewshed, Recreational Activities, would all be mute arguments if we don't avoid that catastrophe.

Points/examples/suggestions;

-Those complaining of the 'bald' side of Mt. Spokane would prefer the current state vs. having the whole mountain as 'bald'.

-Allow low impact "permitted" (REVENUE \$) use of Forest Roads, ATV's and winches for harvesting/thinning practices - this 'controlled and permitted' harvest activity will naturally rid forest floors of the 'tinder' and accelerate decomposition of the un-useable wood fire fuel. Standard sized vehicles must remain on Forest Roads, while ATV's would be allowed into 'harvest avenues' w/ use of the winches/choke placement allowed only into certain areas via 'on foot'. Minor thinning/management would keep all important snags held within the trees and also allow enough room for recreational hiking, skiing, biking and wildlife. There is so much crap on the forest floor right now, not even the animals can use it well.

Example - some 49 Degrees North Ski area runs (Stockholder and Upper Cy Glades are examples http://www.ski49n.com/upload_content/Documents/49_trailmap_0708.pdf) that have been thinned to allow snow retention and tree skiing are great examples. In fact the more trees you leave the better, they've 'almost' thinned more than they needed. If you can't miss a tree, you shouldn't be skiing ;-)

-Wildlife Management - proper thinning and occasional meadows only improves habitat, allowing sun/shade mixes to support glade plants which in turn support the wildlife.

-Watershed, proper thinning also encourages plant and brush (Huckleberries ;-) growth that support above Wildlife and increase and improve proper Watershed retention, natural springs, etc.

Summary, if Mt. Spokane get's that fateful lightning strike, or worse, an negligent ember from some idiot human, and we've neglected to properly manage the forest within this Park, we won't have the opportunity to squabble over future use, or preservation techniques.

Thanks for organizing this information on your website. Feel free to contact me to discuss more of these possible management techniques. This debate has been a long time coming.

<http://www.parks.wa.gov/plans/mtspokane/>

Thank you,

-----Original Message-----

From:

Sent: Friday, October 09, 2009 11:42 AM

To: Koss, Bill (PARKS)

Subject: Input to draft EIS

Bill I decided that I needed to provide input concerning Trail 190 (5000' trail). I believe, as we discussed at the Advisory Committee meeting that the trail deserves to be included at the Conceptual Level.

Attached is a letter to the Commission on that issue. I appreciate your passing it along to all the commissioners.

October 9, 2009

Washington State Park and Recreation Commission
1111 Israel Road SW
Olympia, WA 98504

REFERENCE: Mt. Spokane Master Facilities Plan

SUBJECT: Mt. Spokane State Park Trail Plan, Proposed Trail 190 (Commonly referred to as the 5000 Foot Trail)

On September 5, 2003 the State Parks and Recreation Commission approved the Mt. Spokane State Park Master Plan. Due to time constraints and lack of necessary information a Trail Plan was not included. In October 2007, following three a half years of work, the Mt. Spokane State Park Advisory Committee reached consensus on the group's proposed comprehensive Trail Plan for the Park. The plan was submitted to the Parks Commission for approval. The proposal was intended to be the centerpiece of a 20 year Master Facilities Plan for the Park.

As an integral part of the Trail Plan the Mt. Spokane Advisory Committee proposed a **multi use trail** that circles Mt. Spokane at the 5000 foot elevation. This trail is identified as **Trail 190**.

The State Parks staff has not included Trail 190 in the final proposal to the Commission as it passes through the PASEA and it has created some concern by some staff members.

I recognize that Trail 190 can not be approved at this time because the PASEA is managed as a Natural Forest Area, thus disallowing multi use trails. However, **I feel that it should be included in the Trail Plan at the conceptual level.** This serves several purposes:

1. It recognizes the public desire for this type of trail in the park
2. It recognizes that a majority of the Advisory Committee supported Trail 190
3. It recognizes that a final decision has not been made on the land classification for the PASEA
4. It puts Trail 190 on the map for future possible consideration in the event that future regulations allow such a trail
5. This is not final approval of a trail, but recognition that given the proper authority it can provide added value to the park
6. If future regulations allow for such a trail then the conceptual idea is established in the Trail Plan
7. This is consistent with other portions of the Master Facilities Plan that provide for inclusion of conceptual ideas that require further study and approval

Features of Trail 190 include:

1. The trail is an approximately 5 mile loop
2. Near level at the 5000 foot elevation with minimal elevation change
3. Access points at Bald Knob, CCC Lodge and the snowmobile parking lot (via Trail 130)
4. View shed for 360 degrees of Mt. Spokane

5. 18 inch tread
6. Designed and constructed to accommodate the anticipated use and protect the environment
7. Trail route includes:
 - a. Southwest side of mountain uses approximately 1 mile of Trail 130 to pass through a Resource Recreation Area.
 - b. East side of the mountain passes through approximately 1 ¾ miles of the Alpine Ski Area, Recreation Area.
 - c. Northwest side of the mountain passes through approximately 1 mile of PASEA (Potential Alpine Ski Expansion Area), Unclassified Area.

Benefits of Trail 190 include:

1. Trail 190 provides a shorter route (approximately 5 miles) around the mountain. The alternative is Trail 130 and Kit Carson Loop Rd. that is approximately 13 miles long with numerous elevation changes. The Trail 130 route is too long for the casual day rider and hiker.
2. Trail 190 is near level, which provides the casual and less experienced day rider and hiker a less strenuous adventure. The level trail lessens the potential to encounter high speed downhill traffic.
3. Trail 190 provides park visitors the opportunity to see all sides of Mt. Spokane.
4. Trail 190 provides an established route for Park visitors to see, and enjoy, relatively undeveloped areas of the park thus discouraging the establishment of "social trails" in an area that can not be effectively managed.
5. Trail 190 provides a loop trail where park visitors can have a variety of experiences from the open face of the Alpine Ski Area to the dense forest of the PASEA.
6. Trail 190 has convenient access to trailheads for these unique experiences.
7. Trail 190 connects to other trails in the Park trail system at trailheads thus expanding the trail opportunities for Park visitors.
8. Trail 190 uses a portion of Trail 130 to meet its goals thus minimizing the impact in the Park.
9. Trail 190 is near level, thus providing a trail that is environmentally sound and requires less labor to maintain.
10. Trail 190 is a single track, 18 inch wide, trail, designed to accommodate the anticipated use thus having minimal impact on the environment.
11. Trail 190 is a multi use trail thus accommodating the common desired experiences of a variety of park visitors.
12. Trail 190 passing through the PASEA provides an opportunity for quiet, solitude and tranquility while enjoying nature.

Impact of Trail 190 includes:

1. Trail 190 is designed for summer use only removing impact on resources (wildlife) during the winter.
2. Trail 190 is designed and constructed for low speed environmentally friendly travel.
3. Trail 190 tread is limited to 18 inches wide which will not fragment the area for wildlife.
4. Trail 190 is relatively level with minimal elevation change reducing impact on environment and minimizing maintenance.
5. Trail 190 does not require additional impact or consumption of park resources such as parking, water or utilities.
6. Trail 190 is primarily in Recreation and Resource Recreation areas with a minimal portion of the trail in the PASEA.
7. Trail 190 only passes through the PASEA with no additional facilities in that area.
8. Trail 190 passes through the 850 acre PASEA within approximately 1300 to 1400 feet of the adjacent Recreation Area and partially within a 400 acre area of the PASEA under consideration for alpine skiing expansion.

Trail 190 meets Mt. Spokane State Park Goals including:

1. Trail 190 meets Mt. Spokane State Park Management Plan goal of "Additional trail opportunities" for summer trail use.

2. Trail 190 meets Washington State Parks and Recreation Commission Trail Goals and Policies Goal 5B “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”.
3. Trail 190 meets Washington State Parks and Recreation Commission Trail Goals and Policies Goal 5C “Destination Parks – Identify suitable parks as destination or preferred use sites for specific varieties of trail users.”

Trail 190 addresses concerns including:

1. Areas with sensitive resources attract recreational users. It is important to develop facilities to adequately control and direct people that will seek access to sensitive areas. Multi-use trails can be designed and used to move people through these sensitive areas.
2. Weed infestation is always of concern. We recognize that weed infestation can result from many sources including nature and recreation. Studies show that hikers and equestrians can contribute equally to possible infestation and should be held equally responsible.

Trail 190 should accommodate equestrians:

1. There is a need for equestrian trails that provide a beginner and intermediate trail riding experience. This is best described and accomplished with the length of the trail over a relatively level terrain.
2. Equestrian trail activities take place on soft trails through primarily rural areas. Private property of this type is quickly being developed and not available to trail riding. This is forcing equestrian trail riding to be performed in developed and congested areas. Safety of trail riders is becoming an issue.
3. As the general population increases so does the interest in equestrian activities. There is a need not only for current trail capacity but also to develop new trails for future use.
4. Mt. Spokane State Park is designated as a destination park for equestrians. This recognizes the limited opportunities for equestrians and the importance of providing additional recreational opportunities in the State Park system.
5. Equestrian trail activities include the desire for quiet, solitude and tranquility while enjoying nature.
6. Mt. Spokane provides equestrians, who are unable to visit the larger expanses of our national forests, the opportunity to experience “backcountry” riding away from the urban environment.

Trail 190 is primarily a new trail and the location exists in concept only, not having been flagged. The reality of the trail has been hinging on the creation of the Trail Plan and Master Facilities Plan as well as the Concession Master Facilities Plan which has the potential for expanding the alpine ski area into about 400 acres of the PASEA. The concept of expanding the ski area was presented to the Washington State Parks and Recreation Commission, and while final approval was not provided, it was determined that it is appropriate that analysis and planning for the expansion should move forward. While this in no way implies that the ski area expansion will be approved, it does imply that consideration would be given to a 400 acre ski area being developed in the PASEA.

The success of Trail 190 depends on passing through the PASEA. For the past six years this unclassified area has been managed as a Natural Forest Area, although the potential exists that at least a portion of it could be classified as Recreation for the ski expansion. During this time the concept of corridors has been used to continue the use of Trail 130, Trail 135 and the road to the summit. The PASEA could be classified as Resource Recreation, Recreation, Natural Forest Area, or a combination thereof. In any event, it is apparent that a mile long, level, soft, 18 inch wide trail through the area would not be detrimental to the wildlife, flora or fauna. In the most restrictive of classifications Trail 190 can use the State Parks designation of a “corridor” through a Natural Forest Area.

As agreed to by State Parks, Mount Spokane 2000 will examine the PASEA to learn whether it is critical habitat for any of several rare animal species as well as assessing it for rare plant species.

Given the benefits to the community and the minimal impact on the environment it is reasonable to include Trail 190 in the Mt. Spokane Trail Plan as a multi use trail on a conceptual level until such time as the Land Classification process in the PASEA is complete.

Sincerely,

-----Original Message-----

From:

Sent: Wednesday, October 14, 2009 12:28 PM

To: Hurst, Nata (PARKS)

Cc Koss, Bill (PARKS)

Subject: Mt Spokane Draft EIS Comment Extension Request



September 25, 2009

Bill Koss
Manager, Planning and Research
Washington State Parks
POB 42650
Olympia WA 98504-2650

Dear Mr. Koss,

Thank you for soliciting comments on the Draft Environmental Impact Statement (Draft EIS) for the Master Facilities Plan for Mount Spokane State Park. The Lands Council will be providing comments at a later date.

The Washington State Parks' website states that a thirty day period is being provided for the public to comment on the Draft EIS. We are requesting an extension of the comment period.

Including maps and appendices, the Draft EIS contains a few hundred pages, not including a Vegetation and Wildlife Assessment Technical Report that is "Available Upon Request." The Draft EIS has taken Parks many months to prepare, and following the public review period will take additional months for finalizing the Plan. High quality review and meaningful comments by the public will also take time. The Lands Council

believes that the Mount Spokane State Park Master Facilities Plan is too important a document for such a short comment period. We believe that it is reasonable to ask you to extend the comment period, and ask that you provide an additional 30 days for a total of 60 days.

Thank you for considering our request.

Sincerely,

/S/

Jeff Juel, Forest Policy Director
The Lands Council
25 W. Main Ave., Suite 222
Spokane, WA 99201
509-209-2401

-----Original Message-----

From:

Sent: Wednesday, October 14, 2009 3:01 PM

To: Koss, Bill (PARKS)

Subject: Comments on MSSP EIS

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the condo road on Inland Paper Company property. It would be used to divert snowmobiles and other users from the Linder Ridge road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers (myself included) will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

Proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. Another option, trail 260A is an 8% grade, but would require 11 healthy large trees to be removed, 2 running streams, and 2 seasonal streams including placement of a 4 foot culvert at a cost of over \$20,000. Though option "A" is a gentle grade, it's longer length, higher cost, and high environmental impact makes is undesirable.

There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

Respectfully,

-----Original Message-----

From:

Sent: Thursday, October 15, 2009 9:34 AM

To: Koss, Bill (PARKS)

Subject: Mt. Spokane trail plan

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

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It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

Sincerely,

-----Original Message-----

From:

Sent: Thursday, October 15, 2009 10:07 AM

To: Koss, Bill (PARKS)

Subject: Trail 260B Mount Spokane State Park

Dear Bill Koss,

My attached letter is in support of the proposal which include Trail 260B.
Please support this proposal.

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

My family and I support the plan "Comprehensive Trail Plan" for Mt. Spokane State Park.

An important part of the plan is the creation of trail #260B, which would divert snowmobile traffic and give Nordic skiers access to a more level trail from the Selkirk Lodge an parking lot area. This access to the Nordic area is essential to allow beginner and young skiers access to the trails.

We need to maintain our trails and keep them safe for our children, the elderly and physically/mentally challenged skiers. Diverting motorized traffic from the Nordic trails is best for the safety of all recreational trail users.

The proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. What a bargain!

In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

Please approve of this proposal.

Regards,

Spokane, WA

-----Original Message-----

From:

Sent: Thursday, October 15, 2009 10:37 AM

To: Koss, Bill (PARKS)

Cc:

Subject: Mt Spokane trails

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

Proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. Another option, trail 260A is an 8% grade, but would require 11 healthy large trees to be removed, 2 running streams, and 2 seasonal streams including placement of a 4 foot culvert at a cost of over \$20,000. Though option "A" is a gentle grade, it's longer length, higher cost, and high environmental impact makes it undesirable.

There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short

trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

Our family has enjoyed Mt. Spokane trails for many years. My 12 year old daughter learned to x-country ski in "Nordic Kids". It's an wonderful sight to come across all these children from 4 to 13 years old on Saturdays, spread out over the trail system in their groups learning to ski. My daughter is now racing with the Junior Ski Team, an opportunity we never would have had without this great trail system on Mt. Spokane. We have always appreciated the fact that snowmobiler trails are kept separate from the x-country ski trails, so we don't have to worry about the children being run-over by machines.

My husband and I have been skiing on these trails since we moved here in 1992. Mt. Spokane ski trails are a treasure and one of the reasons we love Spokane so much. It adds quality of life to the city of Spokane.

Please consider our requests to develop safe trails for our kids. Thank you for your attention.

Regards,

-----Original Message-----

From:

Sent: Thursday, October 15, 2009 12:23 PM

To: Koss, Bill (PARKS)

Subject: Nordic Trails, Mt Spokane

Dear Mr. Koss,

I have received information that there are changes in the works for the Nordic/Snowmobile trails at Mt. Spokane. I have been X-C skiing there since 1986, and have found these trails to be the best in Washington and Northern Idaho. They have great terrain variation, and the junctions provide great ease of route variation.

There has been good rapport with the snowmobilers, and I would hope to continue that. It would be very good to connect the Selkirk lodge with the more level trails on Linder Ridge, and I understand a plan for that is in the works. Novice skiers would be able to reach farther out on the mountain and enjoy these trails. Thus far, they have been restricted to those who can ski at least 6K over some challenging terrain to reach them. It appears that trail 260b is the best option as it is the easiest and least expensive. The new routes for the snowmobilers will give them new vistas as well.

X-C skiing increases in popularity every year, and it is wise to expand the access to trails. Thank you so much for your dedication to the use of Mt Spokane Park.

-----Original Message-----

From:

Sent: Friday, October 16, 2009 8:42 AM

To: Koss, Bill (PARKS)

Subject: Mount Spokane trails

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

Proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. Another option, trail 260A is an 8% grade, but would require 11 healthy large trees to be removed, 2 running streams, and 2 seasonal streams including placement of a 4 foot culvert at a cost of over \$20,000. Though option "A" is a gentle grade, it's longer length, higher cost, and high environmental impact makes it undesirable.

There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

Thank you for your attention to this,

-----Original Message-----

From:

Sent: Friday, October 16, 2009 9:17 AM

To: Koss, Bill (PARKS)

Subject: Mt Spokane

Mr. Koss: We are writing to urge the opening of Linder Ridge road to Nordic skiers only. Closing it to snowmobilers. We are older, in our early 70's. We X-C skied the road in the late 1970's before the current X-C trails were established. We were frequently "buzzed" by snowmobilers. Both my wife and I love skiing. We want to continue active conditioned and a very good physical workout for as long as we can. We both are having increasing trouble with the steep sections of current trails, coming down is far worse. I have been a ski instructor for the very young (4-6 year olds) and they do need a gentle grade.

We have a large parking lot and it is nearly always full on each weekend day. There are typically 270-300 skiers on Langlauf, a once a year 10K race. It has been going on for about 30 years. We have a large ski school with at least 100 young skiers lasting for 7-8 weeks ending with a Nordic competition. There are at least 25 skiers in training all the time for northwest area competition evens and have for many years.

When I drive by the snowmobile parking lot on my way to the X-C ski lot there are, perhaps, 40 trucks-trailers in the lot. We have owned snowmobiles, 2 of them, then updated those as newer sleds came out. So, I have awareness of the sport and I am not opposed to them. I am just asking for seperation of use, and for a trail (Linder Ridge Road) that will be much more user friendly for the beginners, no matter what age, and for the beginner class of 4-7 year olds and for us elderly.

Thank you

-----Original Message-----

From:

Sent: Friday, October 16, 2009 9:29 AM

To: Koss, Bill (PARKS)

Subject: Mount Spokane State Park Trail 260

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

I support the construction of trail #260B for the Spokane Mountain Recreation Area. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

The construction of trail #260B comes at a lower cost environmentally and financially. Proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. Another option, trail 260A is an 8% grade, but would require 11 healthy large trees to be removed, 2 running streams, and 2 seasonal streams including placement of a 4 foot culvert at a cost of over \$20,000. Though option "A" is a gentle grade, its longer length, higher cost, and high environmental impact makes is undesirable.

I have two children who would thrive in Nordic skiing if they had a safe and relatively flat practice area like trail 260B. We have been involved in the Nordic Kids Skiing program for three years, and will continue our efforts for decades to come. Please consider supporting trail 260B to improve the safety and future of cross-country skiing in our area and for our community.

Thank you for your time and consideration.

Sincerely,

-----Original Message-----

From:

Sent: Friday, October 16, 2009 4:44 PM

To: Koss, Bill (PARKS)

Subject: Comprehensive Trail Plan MSSP

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

I am writing to support the Mountain Spokane State Park Comprehensive Trail Plan. My family and I are very excited about the proposed changes to the trail system. As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP).

We are in support of the creation of trail #260B which would divert snowmobiles away from the adjacent Nordic ski area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area and would reduce the noise level and fumes in the area. This new access to a level ski area would allow skiers of all ages and abilities to get out on the trail system which I view as the best Nordic area in our region.

Proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. Another option, trail 260A is an 8% grade, but would require 11 healthy large trees to be removed, 2 running streams, and 2 seasonal streams including placement of a 4 foot culvert at a cost of over \$20,000. Though option 3A² is a gentle grade, it's longer length, higher cost, and high environmental impact makes it undesirable.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

Thank you for your time in consideration of this matter.

-----Original Message-----

From:

Sent: Friday, October 16, 2009 7:19 PM

To: Koss, Bill (PARKS)

Subject: Nordic Trails in Mt. Spokane State Park

Bill Koss

Washington State Parks and Recreation

Dear Mr. Koss:

I highly recommend you support the Mount Spokane State Park Advisory Committee Comprehensive Trail Plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area. The Nordic Trails are a gem for the people of NE Washington. Adopting this Trail Plan and specifically trail #260B will open access to even more people trying to participate in a "healthy active lifestyle".

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict.

As a primary care physician, I encourage my patients to be as active as possible. Mt. Spokane Nordic Ski Trails offer them a beautiful outdoor option during the winter months. Please support this very important plan.

Sincerely,

-----Original Message-----

From:

Sent: Friday, October 16, 2009 10:46 PM

To: Koss, Bill (PARKS)

Subject: Mt. Spokane State Park - In Favor of Linder Ridge Road Nordic Ski Trail

Bill Koss

Washington State Parks and Recreation

Dear Mr. Koss,

Thank you for giving consideration to the conversion of Linder Ridge Road to a winter time Nordic ski trail. Creating an alternate access trail for snowmobiles would provide increased safety and an improved user experience for all users.

The amount of time that the Mount Spokane State Park Advisory Committee has spent on the Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP) has been incredible. I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

Proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. Another option, trail 260A is an 8% grade, but would require 11 healthy large trees to be removed, 2 running streams, and 2 seasonal streams including placement of a 4 foot culvert at a cost of over \$20,000. Though option "A" is a gentle grade, it's longer length, higher cost, and high environmental impact makes it undesirable.

There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

Thank you for your consideration.

Sincerely,

Spokane, WA

-----Original Message-----

From: Dan

Sent: Saturday, October 17, 2009 7:03 AM

To: Koss, Bill (PARKS)

Subject: Support for Trail 260B and the Comprehensive Trail plan

I am a skate-skier and look forward to skiing the Mt. Spokane Nordic tracks every year. So I want to add my voice in support of the Linder Ridge trail, and the Comprehensive Trail plan as proposed. Please let

me know if I should do anything else in addition to sending you this email. Thanks so much for your public service.

-----Original Message-----

From:

Sent: Saturday, October 17, 2009 9:09 AM

To: Koss, Bill (PARKS)

Subject: Trail Access

My husband and I use these trails both fall and winter and love to cross country. This area is indeed such an asset to Eastern Washington. Please support this proposal.

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some

snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

Proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. Another option, trail 260A is an 8% grade, but would require 11 healthy large trees to be removed, 2 running streams, and 2 seasonal streams including placement of a 4 foot culvert at a cost of over \$20,000. Though option "A" is a gentle grade, it's longer length, higher cost, and high environmental impact makes it undesirable.

There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

-----Original Message-----

From:

Sent: Saturday, October 17, 2009 6:21 PM

To: Koss, Bill (PARKS)

Subject: Mt. Spokane Nordic Ski Trails

Bill Koss

Washington State Parks and Recreation

Dear Mr. Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair,

upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

Proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. Another option, trail 260A is an 8% grade, but would require 11 healthy large trees to be removed, 2 running streams, and 2 seasonal streams including placement of a 4 foot culvert at a cost of over \$20,000. Though option "A" is a gentle grade, it's longer length, higher cost, and high environmental impact makes it undesirable.

There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

I hope you will seriously consider this request. Our family has been skiing at Mt. Spokane for many years. Two of our children are now old enough to join the race team and our daughter is likely to do so in the near future. This has been a great family winter activity for us, and the changes proposed above will make this wonderful activity more accessible to many others in our region.

Thank you in advance for your time and consideration.

Sincerely,

-----Original Message-----

From:

Sent: Saturday, October 17, 2009 8:26 PM

To: Koss, Bill (PARKS)

Subject: MSSP Nordic Trails

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. The fact that the vast majority of Nordic trails in MSSP are steep keeps my wife from skiing there. My two children along with over 100 other kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

-----Original Message-----

From:

Sent: Saturday, October 17, 2009 9:33 PM

To: Koss, Bill (PARKS)

Subject: Mount Spokane State Park trail system

Dear Mr. Koss,

Please find attached a letter submitted as a comment in support of the Mount Spokane State Park Comprehensive Trail Plan. Please include in public comments for your official record.

Thank you,

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan. One important part of the Comprehensive Trail Plan is

the creation of trail #260B. While this letter in bulk is taken from information provided by the Selkirk Nordic Ski Education Foundation, I wish to emphasize that the creation of trail #260B as outlined below, giving Nordic skiers access to trails with gentle grades directly from Selkirk lodge will increase the use of the park by my family, neighbors and coworkers. Trail #260B is a win-win. Nordic skiers get a dramatic improvement in useable trails for all ages, motorized winter traffic gets reduced or remove conflict with skiers, the state gets a cost-effective and environmentally friendly improvement for all users.

Trail #260B starts near the snowmobile lot, and then travels down an existing road to reach the “condo road” on Inland Paper Company property. It would be used to divert snowmobiles and other users from the “Linder Ridge” road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter multi-use trail when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

Proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. Another option, trail 260A is an 8% grade, but would require 11 healthy large trees to be removed, 2 running streams, and 2 seasonal streams including placement of a 4 foot culvert at a cost of over \$20,000. Though option “A” is a gentle grade, its longer length, higher cost, and higher environmental impact makes it undesirable.

There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road. Eliminating this re-crossing of the parking lot road also reduces a snowmobile-automobile hazard as the current road crossing point occurs on a blind corner for the automobile drivers.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

Please implement trail #260B as part of the Comprehensive Trail Plan for Mt. Spokane State Park.

Sincerely,

PS. I greatly value and support the Washington State Park system and will make sure that my vehicle license fees include additional monies to support the park system. My commitment to use of Mt. Spokane in particular is very great as I am in the process of purchasing a condominium in the park to increase my year round access and enjoyment of this wonderful resource.

-----Original Message-----

From:

Sent: Sunday, October 18, 2009 10:33 AM

To: Koss, Bill (PARKS)

Subject: Mt. Spokane State Park trails

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers, including myself, will avoid the winter roads when there is motorized traffic on them due to the noise and pollutants, trail conditions, and potential conflict.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail #260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

Winter recreation on Mt. Spokane is a treasure. The addition of the Linder Ridege road to the Nordic ski trails would allow even more people to experience the magic of the mountain during the winter while maintaining other recreational opportunities with the creation of trail #260B.

I highly encourage you to consider these changes for the benefit of all users.

Thank you,
Spokane, Washington

-----Original Message-----

From:

Sent: Sunday, October 18, 2009 12:55 PM

To: Koss, Bill (PARKS)

Subject: Draft EIS

Bill:

Here are the changes to the DEIS that the MSSP Advisory Committee is recommending:

1. Construction of Trail 260 is dependent upon continued snowmobile grooming operations on IEP land.
2. Delete the proposal for Trail 101.
3. Delete proposal for Trail 193 in the alpine area.

4. Reroute and improve upper portion of Horse Mountain Trail. Change trail number from 255A to 256.
 5. Keep Proposed Trail 191 in the plan.
 6. Keep the administrative facilities out of the KXLY "tower" area.
 7. Don't include erecting another lookout on Horse Mountain.
 8. Make a cabin at Junction 7 dependent upon purchasing the private land.
 9. Keep the possibility of a cabin at Junction 5 if the Junction 7 cabin land is not acquired.
 10. Erect a yurt in the southwest corner of the junction of the Kit Carson Loop Road and Trail 110, not the southeast corner.
 11. Note that the AC spent 4 years putting together this proposed trail plan, not two.
- A revised matrix and maps will follow.

-----Original Message-----

From:

Sent: Sunday, October 18, 2009 8:42 PM

To: Koss, Bill (PARKS)

Subject: MSSP Advisory Committe EIS Statement

Bill:

We should also consider thanking the many people that have been instrumental in the planning of trail 260B. We greatly appreciate the help and willingness of the Mountaineers on the Nordic trails, the Selkirk Lodge infrastructure, and generous offer to allow the multi-use road easement across their land.

The letter also did not mention the work of Steve Christensen, head ranger at MSSP, Lew Persons of the WRAC, Cris Curry-Chair of MSSP Advisory Committee, or Paul Buckland of IEP. All have had representation at the Advisory Committee and contributed many hours of effort in this proposal.

My letter should include thanking the Spokane Mountaineers and their contribution of the easement, representation on the Advisory Board, and overall support of the Nordic Area at MSSP.

Respectfully,

Nordic Ski Representative

-----Original Message-----

From:

Sent: Sunday, October 18, 2009 9:00 PM

To: Koss, Bill (PARKS)

Subject: Mt Spokane Nordic Trails

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

I am a 12 year old who has been Nordic skiing at Mt Spokane since I was 6 years old. This is a great area that will be even better with the changes we would like to see which are described below. Our whole family skis there and the new trails will make it easier for other people to begin skiing there.

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

Proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. Another option, trail 260A is an 8% grade, but would require 11 healthy large trees to be removed, 2 running streams, and 2 seasonal streams including placement of a 4 foot culvert at a cost of over \$20,000. Though option "A" is a gentle grade, it's longer length, higher cost, and high environmental impact makes it undesirable.

There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

-----Original Message-----

From:

Sent: Sunday, October 18, 2009 9:03 PM

To: Koss, Bill (PARKS)

Subject: Mt Spokane Nordic Ski Trails

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

My brother and I are twins who began Nordic Ski Racing last year. It is so much fun that we hope other kids our age will begin to ski there too. The changes to the trails will make it easier for people to get the hang of cross country skiing easier because the new trails will be flatter. I hope your decision will allow this to happen.

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

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There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

-----Original Message-----

From:

Sent: Sunday, October 18, 2009 9:04 PM

To: Koss, Bill (PARKS)

Subject: Mt Spokane Nordic Ski Trails

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

I am 9 years old (almost 10) and ski at Mt Spokane Nordic area every weekend. I hope that that we can ski on the flatter trails instead of the snowmobiles. It will be better for eferiyone.

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

Proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. Another option, trail 260A is an 8% grade, but would require 11 healthy large trees to be removed, 2 running streams, and 2 seasonal streams including placement of a 4 foot culvert at a cost of over \$20,000. Though option "A" is a gentle grade, it's longer length, higher cost, and high environmental impact makes it undesirable.

There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

-----Original Message-----

From:

Sent: Sunday, October 18, 2009 9:05 PM

To: Koss, Bill (PARKS)

Subject: Nordic Trails, Mt Spokane

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

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Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

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It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

-----Original Message-----

From:

Sent: Monday, October 19, 2009 12:30 AM

To: Koss, Bill (PARKS)

Subject: Mt Spokane Nordic Ski trail proposal

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

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-----Original Message-----

From:

Sent: Monday, October 19, 2009 9:51 AM

To: Koss, Bill (PARKS)

Subject: Mt Spokane Nordic Improvements

Mr. Koss,

Please reference the attached document. I believe creation of this alternate trail would enhance the nordic experience for me and my family while allowing snowmobilers and other non-skiers continued enjoyment of the Mt Spokane area.

Thank You for your kind consideration. . .

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair,

upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

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-----Original Message-----

From:

Sent: Monday, October 19, 2009 10:20 AM

To: Koss, Bill (PARKS)

Subject: Mt Spokane Ski Trails

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

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Having volunteered for the Nordic Kids program for the last 8 years and coached the Junior Racing Team the last two years I can say that it would be invaluable to have a beginner friendly trail leaving from the lodge. Track Nordic skiing and skating requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

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Thank you for your hard work and consideration in this matter,

Sincerely,

-----Original Message-----

From:

Sent: Monday, October 19, 2009 12:12 PM

To: Koss, Bill (PARKS)

Subject: nordic trails

please see attached letter in a funner font than i bet you've been getting! ;-)

October 19, 2009

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

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I know you've heard the reasons we Nordic skiers are so hopeful for the creation of this trail. I just want to add our names to the list of folks who have had negative encounters with snowmobiles over the years, and who really hope for this alternative trail as a means of relief.

Thanks so much for your consideration!

Spokane, WA

-----Original Message-----

From:

Sent: Monday, October 19, 2009 1:54 PM

To: Koss, Bill (PARKS)

Subject: Mt Spokane Nordic Improvements

Mr. Koss,

Please use the attached letter as backup for my desire to see trail improvements occur at the Mt Spokane Cross Country Trails. The one blight to our trail system for many years has been the lack of flat-to-gradual terrain near the starting area for beginning, young, and elderly skiers. Mt Spokane is known for being hard on these skiers. The trail improvements to add trail #260B to our system would fix these problems. In addition it would add serenity to the experience. Currently snowmobile operators use this existing trail to access their many miles of snowmobile trails. This creates a big problem where noisy, exhaust polluting machines drive right next to existing XC trails. Since these two sports are so very different and divergent, this creates a blight on the nordic experience right at the very start of the nordic experience. The addition of trail #260B to the nordic area would make for a more peaceful and pure nordic experience and eliminate most of the current conflicts between nordic skiers and aggressive snowmobilers.

Mr. Koss, thank you for considering this improvement to the Mt Spokane Nordic Area. Let me know if there is anything I can do to help make this change happen.

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

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outlying areas.

-----Original Message-----

From:

Sent: Tuesday, October 20, 2009 8:49 AM

To: Koss, Bill (PARKS)

Subject: Mt Spokane State Park DEIS - presented 21SEPT2009 - public comment submission

Mr. Koss,

Having read the DEIS for Mt Spokane State Park I applaud your efforts - there is a wealth of history and cultural inheritance to be found within the park boundaries.

That said I am concerned over two areas:

1) Section 3 Audience Analysis, page 8.

The graphs reflect yearly/monthly visitors, however there is NO mention of whether the park was open or not. During 5 (FIVE) of the sample years summer vehicle access has restricted and/or denied. This skews the monthly usage data toward significant winter traffic. The fact that the park was closed for 5 of the sample summers MUST be accounted for and mentioned within the DEIS.

2) Nowhere within the DEIS is the visual significance of the Mt. Spokane clearly and plainly discussed. The skyline to the north, east, south, and west all share a common landmark - Mt Spokane. Any altering of visual characteristics should be discussed with those who enjoy the horizon relief Mt. Spokane provides. Particularly those to the north and west would potentially see the full impact of 'reclaiming' the ski runs on the south and west faces of Mt. Spokane.

Thank you for addressing these concerns when the final EIS is presented.

Regards,

-----Original Message-----

From:

Sent: Tuesday, October 20, 2009 7:41 PM

To: Koss, Bill (PARKS)

Subject: Nordic trail proposal for Mt. Spokane State Park

To: Bill Koss, Washington State Parks and Recreation

Dear Mr Koss:

I am an avid Nordic skier who uses the Mount Spokane State Park every weekend throughout the winter. I am very much in favor of having Linder Ridge Road be accessible only to Nordic skiers for the reasons stated below.

I am aware of Nordic skiers being harrassed by snowmobilers and am well aware of the potential safety hazards of the two groups encountering each other on the trails. I have frequently seen evidence of "rogue" snowmobilers purposely damaging the trees and property belonging to Inland Empire Paper Co.

I feel strongly that the proposal of creating trail #260B for the snowmobilers to use is a good solution to address the needs of both the snowmobilers and the Nordic skiers.

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

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Sincerely,

-----Original Message-----

From:

Sent: Wednesday, October 21, 2009 10:59 PM

To: Koss, Bill (PARKS)

Subject: Mt Spokane Trail 260 Comments

Dear Bill Goss:

I am the coordinator of a group of skijorers at Mt Spokane State Park. I am in support of snowmobiles being diverted to Trail 260 so that Linder Ridge Rd becomes non-motorized.

Historically, Linder Ridge Rd and Mica Rd were multi-use trails open to skijorers. The last 2 years Mica Rd was incorporated into the Nordic trail system, and skijorers maintained access at certain low-use times. However, we still had to use Linder Ridge Rd to get to Mica Rd.

The skijor group is currently 35 to 40 people. Not all of them are active skijorers - many of them because they are nervous about meeting snowmobiles on Linder Ridge Rd. Snowmobilers vary widely in their observance of trail etiquette and their consideration of skiers and dogs. But regardless of their courtesy, Linder Ridge Rd has several blind corners and it is nerve-wracking anticipating meeting snowmobilers when one has a dog out in front of one's skis!

Removing the stress of potential snowmobile encounters would enhance our enjoyment of skijoring at Mt Spokane. The sport is popular in other nordic areas, such as the Methow Valley, and I believe it would grow here as well if we had a dedicated non-motorized trail to use.

Sincerely,

-----Original Message-----

From:
Sent: Thursday, October 22, 2009 5:40 AM
To: Koss, Bill (PARKS)
Subject: Support for proposed Mt. Spokane Nordic ski trail 260B

Dear Bill Goss:

As a Nordic skier and a skijor enthusiast, I favor creating Nordic ski trail 260B for snowmobiles so that those machines no longer access Linder Ridge road adjacent to the Nordic Ski area. While both nordic skiing and snowmobiling seem like reasonable uses of these public lands, they are not very compatible. The snow machines damage ski tracks and they move quickly enough to make ski with a dog hazardous - especially on sharp corners where one cannot see the machines coming. As the proposed new trail benefits both communities by removing the hazards associated with sharing a single trail, I urge you to make this change to the trail system at Mt. Spokane.

Thank you,

-----Original Message-----

From:
Sent: Thursday, October 22, 2009 8:07 AM
To: Koss, Bill (PARKS)
Subject: Mt Spokane trails advisory

Attached letter to Bill Koss. Thank you.

Bill Koss
Washington State Parks and Recreation

Dear Mr Koss:

The following is a letter explaining quite well the general feelings of establishing a multi-use winter recreational area at Mt Spokane with some trail changes and delegations.

In addition to the general comments, something that was not mentioned was that flat trail access is essential for recreational use by physically challenged athletes which include blind, amputees, stroke, spina bifida. Every year, the annual international Bloomsday Run wheelchair athlete participation increases for a variety of reasons among which include increased presence of the military veterans. The 2009 National Veteran Wheelchair Games overwhelmed the Spokane community with the courage and resilience demonstrated by the participating athletes. Currently Mt. Spokane Nordic trails do not have an adequate flat system to offer these adaptive athletes a safe training area required by a flat surface. The only trails available are too steep and curved for safe learning and training on adaptive equipment.

Also, Mt. Spokane was once used long ago for the International "Ski for Light" Blind Nordic ski program. The trails utilized were the Inland Paper company roads, flat, consistent -all essential for the blind skiers and their accompanying "coaches". Since those roads were closed to Nordic use and designated for snowmobiles, the possibility of hosting this event was eliminated.

Mt. Spokane State Park has a tremendous staff who has cultivated a wonderful local community support and volunteer group. The site has hosted community, state and national caliber races and has developed into a coveted venue for outdoors enthusiasts. More importantly, Mt Spokane has evolved without sacrificing the ecological integrity of the environment.

I encourage you to support the accompanying letter suggestions by the Nordic community. Their work and effort over the last 30 years supports a credibility that reflects the mission of the State Parks.

Sincerely, Robin Redman

Nurse, adaptive athlete coach, and state park volunteer

General Letter/Request regarding Mt. Spokane Recreational Use

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the "condo road" on Inland Paper Company property. It would be used to divert snowmobiles and other users from the "Linder Ridge" road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level

trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

Proposed trail 260B is an average 15% grade, would only require removal of 2 dying trees, only one seasonal water crossing, and an estimated cost of \$2000. Another option, trail 260A is an 8% grade, but would require 11 healthy large trees to be removed, 2 running streams, and 2 seasonal streams including placement of a 4 foot culvert at a cost of over \$20,000. Though option "A" is a gentle grade, it's longer length, higher cost, and high environmental impact makes it undesirable.

There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

-----Original Message-----

From:

Sent: Thursday, October 22, 2009 10:13 AM

To: Koss, Bill (PARKS)

Subject: MSSP trail plan support letter

Bill Koss

Washington State Parks and Recreation

Dear Mr Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the “condo road” on Inland Paper Company property. It would be used to divert snowmobiles and other users from the “Linder Ridge” road adjacent to the Nordic area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Track Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

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There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road.

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Thank you for considering my request.

Sincerely,

-----Original Message-----

From:

Sent: Thursday, October 22, 2009 12:01 PM

To: Koss, Bill (PARKS)

Subject: Trail improvements for the Mt Spokane Nordic Area

Dear Mr. Koss:

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to show my support for this trail plan.

One important part of this plan is the creation of trail #260B. This trail starts near the snowmobile lot, and then travels down an existing road to reach the “condo road” on Inland Paper Company property. It would be used to divert snowmobiles and other users from the “Linder Ridge” road adjacent to the Nordic

area. This would allow Nordic skiers to finally have a moderately level trail that would start at the Selkirk Lodge and skier parking lot to the rest of the Nordic area.

Nordic skiing requires well-groomed trails, which snowmobiles, hikers, and even people snowshoeing unfortunately damage. Currently there is no level place for young children, the elderly, or beginners to ski from the Selkirk Lodge onto a level trail. Over 100 kids are learning every Saturday in January and February; mentally challenged skiers are guided, and our senior citizens are looking for safe, healthy winter recreation. Most skiers will avoid the winter roads when there is motorized traffic on them due to the noise, trail conditions, and potential conflict. In fact, there is extensive documentation that some snowmobilers have harassed non-motorized users of the Linder Ridge Road. This is another reason for the need for trail 260B.

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There are many other even steeper trails and sections of trails that beginner snowmobilers use, compared to trail 260B. In fact, the short trail leading from the parking lot to Linder Ridge used by the snowmobiles has a steep 30% grade in the winter as it re-crosses the parking lot road.

It appears the proposed trail #260B has high potential for meeting state requirements and would be relatively easy and inexpensive to clear. It is consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

Thank you for your consideration.

-----Original Message-----

From: Save Mt Spokane Coalition

Sent: Thursday, October 22, 2009 5:48 PM

To: Koss, Bill (PARKS); Derr, Rex (PARKS); Ernsberger, Tom (PARKS)

Cc:

Subject: Save Mt Spokane Coalition Comment

Save Mt. Spokane Coalition

Chris Bachman

Sierra Club/ Upper Columbia River Group

Forest and Wilderness Committee

1829 South Limerick Drive

Spokane Valley, WA 99037

T 509 .280.8159

F 509.926.7249

savemtspokane@comcast.net

www.savemtspokane.org

October 21, 2009

Bill Koss
Manager, Planning and Research
Washington State Parks and Recreation Commission
POB 42650
Olympia WA 98504-2650

Dear Mr. Koss,

I am contacting you on behalf of a coalition of environmental groups and concerned citizens collectively known as the Save Mt. Spokane Coalition. We are a group formed to voice support for improvements to the existing ski area and to stand in opposition to the proposed expansion by Mt. Spokane 2000 of the Mt. Spokane Ski and Snowboard Park into the north and west slopes of Mt. Spokane [put forth by Mt. Spokane 2000].

The Save Mt Spokane Coalition is founded by local citizen and environmental groups to focus energy and resources on preventing destruction of the intact ecosystem and watershed on the north and west slopes of Mt Spokane by the proposed ski area expansion by Mt Spokane 2000 <<http://www.savemtspokane.org/MtS%202000.html>> . The coalition will employ legal, scientific and regional resources to educate citizens and state agencies to its conservation purpose to preserve natural areas, protect unique wildlife habitat and species, and enhance opportunities for non-motorized recreation. Our aim is to balance our desire for an improved and thriving ski area with our desire to protect this unique and ecologically important landscape in our community.

The Proposed Alpine Ski Expansion Area (PASEA) was not included in the recent Mount Spokane State Park Facilities Master Plan. The area of the PASEA is not currently classified within the land classification system used by State Parks. It is the strong belief of the Save Mt Spokane Coalition that the area of the PASEA should be designated as Natural Forest Area. The area meets criteria for Natural Forest Area designation and is being managed as such. Areas within Washington State, and even more rarely in State Parks, that meet these criteria are dwindling. It is the belief of the Save Mt Spokane Coalition that when an opportunity arises to preserve for posterity an area of such pristine beauty and ecological importance, action should be taken immediately to do so. The area in question is a valuable conservation asset of uncommon quality to our area and should be permanently designated as a Natural Forest Area. The proposed expansion of the ski area by Mt. Spokane 2000, the current concessionaire, is the only obstacle standing in the way of this designation.

We believe it reasonable to proceed with the classification of the PASEA as a Natural Forest Area. Failure to move forward on this designation may lead to the unnecessary and irreversible defacement of a pristine section of a local landmark for the benefit of one form of seasonable recreation.

Mt. Spokane and Mt. Spokane State Park are invaluable assets to our community. The opportunities afforded by the park to both human and non-human life go far beyond the single concept of recreational skiing and snowboarding. Mt. Spokane State Park offers a diverse and unequalled opportunity for outdoor recreation to the citizens of the Spokane area and should be protected for future generations.

Respectfully,

Chris Bachman

Save Mt Spokane Coalition

Upper Columbia River Group/Sierra Club, The Lands Council, Spokane Mountaineers, The NE Chapter of the Washington Native Plant Society

cc: Chris Regan, Rex Derr

-----Original Message-----

From:

Sent: Friday, October 16, 2009 9:00 AM

To: Koss, Bill (PARKS)

Subject: Linder Ridge Trail Conversion

Dear Mr. Koss

I am an 80 year old senior skier, and am sending you information to read about the present need to convert the Linder Ridge Trail from snowmobile to skier`s use. Please see attachment.

Bill Koss
Washington State Parks and Recreation

Dear Mr Koss:

My name is [REDACTED] an 80 year old senior skier, who has used these trails a lot during the past 10 years. I formed a seniors group over 2 years ago. Seniors all have different, mostly declining physical abilities as we age. We all try to continue physical exercise to our limits, hopefully with out injuries on your slopes. Beginning the season on a flat surface as Linder Ridge Road has for us and for all young and older skiers of all abilities, is insurance that they can improve their skills on flat surfaces for safe skiing, before they hit the steeper irregular snow surfaces on your mountain.

We are all hopeful the Linder Ridge conversion from snowmobile to track skiing will take place, for young, aging, or beginners of all ages, and especially during large group races.

As you know, the Mount Spokane State Park Advisory Committee has spent hundreds of man-hours working on a Comprehensive Trail Plan, including the Environmental Impact Statement to repair, upgrade, and otherwise improve recreational opportunities at Mt Spokane State Park (MSSP). I would like to submit this letter to support this trail plan.

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consistent with the grade of other multipurpose trails in the park. In my opinion, trail 260B would significantly improve the Nordic experience at MSSP, while continuing to allow snowmobile and other trail users access to outlying areas.

I love your trails, especially the winter scenes I call God`s country.

Thank you for you and the WA State Parks service to us all.

██████████ ██████████

MSSP FACILITIES MP

TO: Washington State Parks and Recreation
Attn. Bill Koss, Planning and Research Manager

RECEIVED

OCT 20 2009

REG: MSSP Master Facilities Plan

Parks Development Service Center

FROM: [REDACTED]

Dear WSP&RC members, please consider the following suggestions and changes in your revision and/or implementation of the MSSP Master Facilities Plan.

1. Follow the Spokane County Critical Area Ordinance to establish stream and riparian buffers. Your trail 260 listed on page III-57 recommends only a 30 foot buffer. This should be at least 75 feet for class B streams.
2. Your proposed Day Mount Spokane Road trailhead (p.III-8) will provide considerable disturbance to the private residences adjacent to the parking lot. A better solution would be to locate the proposed trailhead farther east near or on the flat area which is the private timber land you plan to obtain in the future anyway. This would require relocating the park gate to this area. A side driveway already exists and very little forest canopy would have to be removed reducing the cost of construction. The private residences would therefore not have to be involved with garbage removal, noise, trespassing, and the horse flies and dung odor from equestrian users.
3. The commissioners also have to consider the cost benefit/ratio of the proposed trailhead. The Day Mt. Spokane Rd. from Big Meadow Rd. is 4 miles of dirt and is not maintained in good condition by Spokane County. In summer the road is washboards and dust, in winter the road is icy and sometimes impassable until plowed. The portion of the Day Mt, Spokane Rd, from the Bowman/Jackson Rd. intersection to the proposed trailhead (approx. one-half mile) is rarely maintained in summer or winter. In the winter the local snowmobiles use the road illegally to access the park, packing the snow, which becomes wet ice during thawing conditions. One cannot even drive downhill in 4-wheel drive without sliding off the road. Therefore, I rarely see any parking for trail use at the existing gate in winter, and very little use in the summer. Your expenditure of tax dollars for a parking trailhead will not at this time benefit very many people.
4. It is also unfortunate that the commission has opted out of purchasing my property in section 25. It has a great view and is an excellent site for a west entrance to the park. The property is next to the official park boundary, is set up for green living off the grid, and has several buildings useable for park maintenance activities. I know money is tight during these times and such a purchase could be out of the question. If you do change your mind and at least want to look at the property please let me know. I would sell at below current market level. Twenty years from now someone will look back and say it was a missed opportunity to add this property within the official boundary of MSSP.

Sincerely,



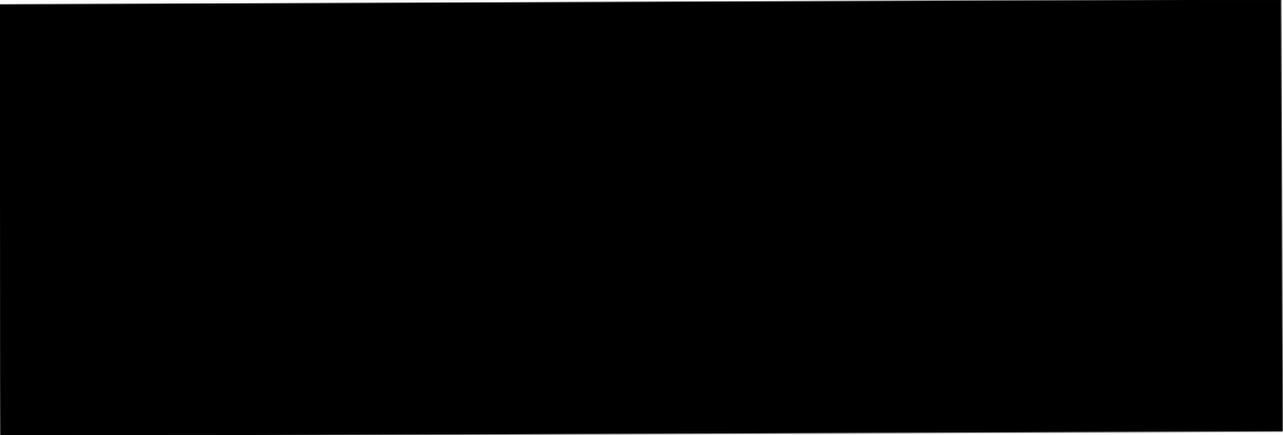
removed except in the case of fire or disease unless there is no alternative. For lots or parcels with water frontage on type F waters, one view/access corridor to the ordinary high water mark may be cleared of riparian vegetation as long as the view/access corridor does not exceed a width of 25 feet.

- b. Roads within riparian buffer areas shall be kept to a minimum and shall not run parallel to the water body. Crossings where necessary, shall cross riparian areas at as near right angles as possible. If no alternative exists to placement of a roadway within a riparian area, a habitat management plan and mitigation shall be required. Mitigation measures shall be specified in the habitat management plan and may include, but are not limited to:
 - i. Fencing of riparian buffer area to protect remaining vegetation and;
 - ii. Enhancement of remaining riparian buffer area through planting of native vegetation.
 - iii. In-stream enhancements (e.g. root-wads, larger culverts).
- c. Water crossings shall be approved by the Washington State Department of Fish and Wildlife according to RCW 77.55.021 for a Hydraulic Project Approval (HPA), or as amended.
- d. Public equestrian Pedestrian/Bike trails are permitted in riparian buffer areas but shall be located in the outer 25% of the buffer area, designed to avoid removal of significant trees, and shall be a maximum of 5 feet in width with permeable surfaces (unless a project requires conformance with ADA standards).
- e. A private pedestrian trail, not exceeding 5' in width for a single access point, may be allowed in a buffer area for access to riparian/wetland areas. Private trails, for pedestrians only, may utilize the natural topography along with stepping stones or a stairway on pilings as approved by the Director. Grading, cutting, or filling shall not be allowed for private trails in buffer areas.
- f. Other use or activity: Off-road motorized vehicle use in riparian buffers areas is prohibited.
- g. Waters bodies will be classified under WAC 222-16-031.
- h. Riparian buffer areas shall be established from the bankfull width for Types S, F, and N Water. Water bodies classified by the Water Typing System (WAC-222-16-031) have the following buffer area requirements:

Water Type, General Description (see WAC-222-16-031)	Buffer
Type S Water, Shorelines of the State	250 feet
Type F Water, Fish	100 feet
Type N* Water, Non-Fish Perennial (Np)	75 feet
Non-Fish Seasonal (Ns)	25 feet

*Field verification shall be provided by a qualified professional. Absent verification, 100' buffer required for Type N Water.

- i. The Director has the authority to reduce the buffer widths shown above by up to 25 % if:
 - i. A riparian buffer area is fenced to prevent damage to vegetation by livestock along its entire length or;



October 16, 2009

RECEIVED

Bill Koss
Manager, Planning and Research
P. O. Box 42650
Olympia, WA 98504 – 2650

OCT 18 2009

Parks Development Service Center

Reference: Commenting to Item E-7 Master Facilities Plan – Mt. Spokane State Park –Report

“Determine that the 40 acres surrounded by private property in the middle of T28N R45E section 5 cannot be advantageously used for park purposes and seek to dispose of it via sale or exchange.”

This or any other Mt. Spokane Park Land should not be sold but saved for a land swap purpose for only Mount Spokane Park expansion. In 1951 the Park was 35 sections of land (22,500 acres). The park is now only 14,000 acres. Some of the decrease is due to swap to Inland Empire Paper for Centennial Trail construction.

“Construct administrative facilities at two sites; the KXLY tower area and the switchback near entrance to Camp Foseen property.”

Building an administration building on the summit near the KXLY tower would be adding to the eye sores that are already there. Administration offices should be tucked away in non-conspicuous areas not taking up a prime summit site. All commercial buildings and towers on the summit should be eventually phased out, except the Vista House.

“Land Classification /Long-Term Park Boundary Defer classification of the currently unclassified portion of Mount Spokane State Park known as the Potential Alpine Ski Expansion Area (PASEA) until the Commission take action on the Master Concession Plan.”

We must save our treasured back side of Mt. Spokane in its intact natural state by having it classified "Natural Forest Area or Natural Area Preserve". Studies have identified over 300 native plants on Mount Spokane which is virtually an outdoor classroom. It's all we have left on the summit. There should NOT be allowed any intrusion into the area including the 5000 foot elevation trail or new alpine ski trails or runs.

"Geographic Scope of Concession

Make no changes in concession area boundary unless mutually agreed to by the concessionaire and State Parks."

The concessionaire should not be allowed to take over anymore of the summit area. It is not substantiated that the untouched back side is in the lease, however, if it is, the agreement should be amended, and the back side should be preserved forever for all park visitors to enjoy in its natural state. It is the only natural forested area left on the summit of Mount Spokane. There is a small area known as Selkirk Meadows (about 10 acres in size) that was accessed by the Selkirk rope tow from 1935 to 1957. This skiing area is located west and south of the last road switchback when driving up the mountain in the wooded back side. The proposed expansion ski area includes a small fraction of the Selkirk Meadows area. I know because I rode the rope tow and skied there in the winters of 1952 and 1953.

The backside 400 acres west and north of Mt. Spokane Summit claimed by Mt. Spokane 2000 as potential Alpine Ski Expansion Area (PASEA) is flawed because it was never developed or used as a ski area except a small 10 acre piece mentioned above. In later years a few hardy souls like myself did ski the backside because we were willing to traverse through the thick timbered natural area which can be skied in any part of the state park.

Mount Spokane 2000 does not need the backside to increase their ski area or their lift capacity to the summit. Even if they did need commercial expansion it is not a sound ecology reason to intrude into the only natural area left on the summit. Mount Spokane 2000 already has 5 lifts and 35 very wide ski run trails covering two thirds of the mountain. A lot of improvement can be accomplished in the ski area already occupied.

It is not lift capacity that is needed because there are many empty chairs going uphill on chair lifts 1, 2, and 4 on busy weekends and holiday. On busy weekends and holidays the vast area of many ski run areas near chair #1 are almost void of skiers when parking areas and lodge 2 are full.

Two possible options to get rid of the lines on chair 3 and the bottle neck on the track ski out between chair 2 and chair 3:

- 1) Reinstall the unloading platform midway up chair 1 that was used originally
- 2) Replace chair 1 with a high speed detachable quad. Everybody on the hill would want to ride this new chair.

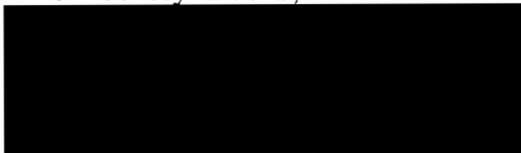
All the chair 2 runs and trails can be accessed from top or chair 1.

A new \$30,000,000. (Thirty Million Dollars) multi-purpose year round lodge is overdue with year round lodging and meals. An ideal location would be in the Ball Knob area that would be more convenient and available to all park users during all four seasons. The ski season lasts only three and one half months. Therefore more emphasis should be for a multi-purpose lodge as an interpretative learning center for school children and a recreational base for all park visitors during all seasons.

FOREST HEALTH AND FUEL REDUCTION POLICY is not needed in Mt. Spokane State Park. Instead allow the natural process to continue unimpeded which has worked for thousands of years.

TRAIL TO SUMMIT. It is now possible to hike under the natural forest canopy The entire way from the park entrance to the summit on the parks trails on the backside. Further expansion of the ski area on the backside would destroy this experience.

Sincerely Yours,



Attachments:

“Purchasing a Mountain” by Clyde Thomas Stricker

“Walter J. Knopp’s Letter of March 23, 2008”

“Save Mt. Spokane Coalition” announcement.

Native Plants identified in Mt Spokane State Park

Mt Spokane Ski Area Trail Map