

Introduction

For many, a rail-to-trail route spanning all of Eastern Washington is an attractive concept. But real-world, practical hurdles need to be overcome, ranging from missing or damaged trestles and gaps in rights-of-way, to land use conflict and trail management issues. With so much potential, it's tempting to forge ahead and deal with issues as they arise. But the Washington State Legislature is interested in a more measured approach, addressing local needs and concerns as well as the physical needs for the future, contiguous Palouse to Cascades State Park Trail (P2C Trail).

This process is intended to provide the Legislature with an up-to-date assessment of needs and concerns regarding the trail as it exists in Adams and Whitman Counties. As described in SHB 1102.SL, Section 1066, Washington's Department of Commerce (Commerce) is charged to contract and manage:

"...facilitation and mediation of ownership, development, and use conflicts along the Palouse to Cascades trail in Adams and Whitman counties. The contractor shall convene a process that will make recommendations to the legislature by January 15, 2020. The parties to the facilitation shall include but are not limited to: The Washington State Parks and Recreation Commission, the Washington State Farm Bureau, the Washington State Department of Natural Resources, recreational trail user groups, local governments adjacent to the trail, and landowners adjacent to the trail."

To achieve the above aims, Commerce has outlined a range of techniques and efforts to gather input, including the convening of an Advisory Group (AG). This document summarizes existing conditions and provides background information to help frame and initiate a conversation among AG members, allowing the Legislature to learn from some of those closest to the trail about known or anticipated issues in realizing the P2C Trail.

The following sections in this packet brief include the following:

- A summary of this project's scope, schedule and outreach strategies;
- An outline of this effort's process and schedule;
- A brief overview of the P2C Trail, including its history, range and scope;
- A summary of past planning efforts;
- Known P2C Trail capital and grant projects (within the study area) slated for implementation over the next biennium.

As the process continues, we'll provide updates and/or new sections for this document.

Thank you for your ongoing interest in the P2C Trail, and for helping the Washington State Parks and Recreation Commission optimize its design and maintenance outcomes in Adams and Whitman counties!

Project Approach, Objectives & Schedule

This handbook introduces the steps and resources identified to produce the legislative report on-time, reflecting work done to date by agencies and advocates, meeting with and organizing input from a wide range of participants, and generating effective, well-grounded and workable recommendations. In shaping the following approach, Commerce has used the following assumptions and objectives as a guide:

- The trail is a valuable statewide asset, deserving of preservation as a continuous non-motorized facility;
- Opposing viewpoints on the trail’s future have merit and should be fully considered;
- This effort will encourage open conversation, leading to recommendations on how best to improve and manage the trail;
- Private property rights are to be respected, seeking recommendations that preserve the functions and values of adjoining lands;
- Report recommendations will reflect the ideas and opinions of those who participate in the process – understanding that other ideas and suggestions may emerge in the future;
- The process will target immediate stakeholders first, developing an initial understanding of the issues and interests relevant to the trail’s future;
- The process will rely on an advisory group whose membership will be representative of the varied interests and perspectives;
- The final report will essentially be a “white paper” identifying participant concerns and hopes, advancing recommendations on trail connectivity, design and management, and identifying key issues to inform implementation steps and investment.

The depth and detail of the report may be limited due to the short preparation period and the need to fully involve constituent groups. The current work plan, begun in November 2019, is expected to include:

- A series of orientation interviews conducted over phone or in person with a dozen or more individuals representing a wide range of perspectives associated with the P2C Trail. These interviews are in no way assumed to represent the full spectrum of trail interests, rather, they are intended to help introduce the consultant team to many localized P2C Trail issues in advance of meetings and further public engagement.¹
- A “Trail Roadshow”, introducing this project, known issues, associated policies and strategies from the 2016 plan, and employing informal methods to gather public feedback on the P2C Trail’s pros and cons, location-specific issues and/or opportunities. The “roadshow” is expected to take place in communities along the route and within the study area as time and opportunity allow, including at town council meetings.
- A set of two AG meetings, engaging the group to review, update and localize conditions and issues, and to review and provide feedback on the draft report.

¹ To date, 14 individuals have been interviewed by the consultant team including State Sen. Mark Schoesler; staff from Rosalia, Malden and Warden; representatives from the Friends of Tekoa Trestle group; the Lind Chamber of Commerce; the Whitman County Parks Superintendent; members of the Farm Bureau and DNR, and the Whitman County Parks Board.

AG Membership & Role

The AG was developed to complement legislative directives provided in SHB 1102.SL, Section 1066 (“...the Washington State Parks and Recreation Commission, the Washington State Farm Bureau, the Washington State Department of Natural Resources, recreational trail user groups, local governments adjacent to the trail, and landowners adjacent to the trail.”). Beginning with a “suggested stakeholder list” provided by Commerce leadership, staff from SCJ Alliance, contacted prospective AG members and assembled a representative group able to meet during the late fall. Due to the draft nature of the Commerce list, the project team remained open to inviting individuals that emerged through research or the orientation interviews as important prospective members.

For this process, the AG is intended to be an informal group of well-versed and knowledgeable persons able to advise on current and/or anticipated issues regarding the P2C Trail in Whitman and Adams County. Members of the group are expected to attend both meetings and take part in workshop-style activities intended to guide report findings and recommendations. AG members are encouraged to relay process information and consult with others in their respective agencies or user groups, helping ensure input is as fairly representative as possible. Finally, AG members are expected to help review the final draft report, providing input via electronic or other means as workable and supporting the project schedule.

Deliverable

Per its Commerce contract and Legislative proviso, the consultant team will produce a draft and final report in the form of a “white paper” identifying participant concerns and hopes, advancing recommendations on trail connectivity, design and management, and identifying key issues to inform implementation steps and investment. Comparable reports are typically brief, with this one envisioned to include:

- A summary;
- An outline of the scope of work, schedule and process;
- A listing of findings, generally organized by topic and geography;
- A set of recommendations ranging from policy refinements to concept-level approaches supporting existing and/or emerging needs and objectives;
- Maps and illustrations as may be beneficial to communicate report findings.

Schedule

The following table charts the projected schedule for this effort, completing all work and presenting a legislative brief on findings and recommendations by January 18, 2020.

Table 1.1 – Project Schedule

Task	Week Ending														
	10/12	10/19	10/26	11/2	11/9	11/16	11/23	11/30	12/7	12/14	12/21	12/28	1/4	1/11	1/18
1. Background															

Task	Week Ending														
	10/12	10/19	10/26	11/2	11/9	11/16	11/23	11/30	12/7	12/14	12/21	12/28	1/4	1/11	1/18
2. AG Formation															
3. Orientation Interviews															
4. AG Meeting 1															
5. Trail "Roadshow"															
6. Draft Report															
7. AG Meeting 2															
8. Draft Report															
9. Report & Distribution															

P2C Trail History & Scope

Formerly called the John Wayne Pioneer Trail,² the 285-mile, Palouse to Cascades Trail spans Washington from Cedar Falls (unincorporated community near the City of North Bend) to the Idaho border, mostly along abandoned Chicago, Milwaukee, St. Paul and Pacific Railroad right-of-way. Washington State Parks owns 110 continuous miles of the trail from North Bend to the Columbia River near Vantage, and has 105 miles of continuous ownership from Lind to the Idaho border. The right-of-way width varies between 100 feet and 300 feet, with the trail tread itself typically between 16 and 30 feet wide.³

Since the state acquired the corridor in 1982, Washington State Parks has developed most of the trail west of the Columbia River, but east of the Columbia, the trail remains largely undeveloped. Surface conditions are typically leftover rail ballast, with occasional gaps and detours associated with missing, damaged or unsafe trestles, or in a few cases, missing rights-of-way. (See Figure 1.1, P2C Trail Map) Some eastern Washington trail sections remain in Department of Natural Resources (DNR) ownership, and there are small privately-owned sections between Lind and Idaho.

No known archaeological sites occur along the portion of trail between Lind and Idaho.⁴ The eastern portion of trail has a number of historically significant structures including:

- Beverly Bridge over the Columbia River near Vantage which is currently on the National Register of Historic Places;
- Two tunnels and three trestles along Rock Lake;
- The Taunton Substation, located eight miles west of Othello;
- The Old Milwaukee trestle near the Town of Rosalia;
- The Tekoa Trestle.

Eyeing the success of similar trails – including the Trail of the Coeur d’Alenes from Plummer Idaho to the City of Mullan near the Montana border⁵ – Washington State Parks hopes to extend improvements east of Vantage, including surfacing and improved access.⁶ Most, if not all of the small towns and cities located along the route support the trail for its perceived economic benefits, and in 2017 the Adams County Board of Commissioners voted in support of the trail.⁷ But particularly in Adams and portions of Whitman County, the effort has spurred controversy, with some farmers and property owners fearing trespass and vandalism.

East of the Washington border, the route may extend to the Trail of the Coeur d’Alenes beginning in nearby Plummer, providing opportunity for users to travel from the Cascades to St. Regis Montana. The Rails-to-Trails Conservancy <https://www.railstotrails.org> has also identified the P2C Trail as an important

² Named in honor of the John Wayne Pioneer Wagons and Riders Association for their assistance in creating the trail. The route was re-named in May of 2018.

³ Mr. Fred Wert, comments received 12/2/19.

⁴ Palouse to Cascades State Park Trail Classification & Management Plan (CAMP) Lind to Malden, 2016; pg. 4.

⁵ In 2012, estimates indicated the Trail of the Coeur d’Alenes sees between 70,000 and 80,000 visitors annually, generating approximately \$19 million in economic impact for the Silver Valley section of the trail.

⁶ Specific point of improvements cited is Huntzinger Road near the west bank of the Columbia River (near Vantage); Mr. Fred Wert, comments received 12/2/19.

⁷ “...more than 40 city councils throughout Washington state, including the Spokane City Council, and 13 municipalities in the Ninth Legislative District, passed resolutions supporting the statewide trail. The Spokane resolution cited \$7 million in completed and planned improvements to the Fish Lake Trail, which links to the John Wayne Pioneer Trail via a connection to the Columbia River Plateau Trail.” – Spokane Journal of Business, Mike McLean, June 22, 2017.

portion of the proposed Great American Rail-Trail, a 3,700 mile trail system traveling through 12 states from Washington State to Washington D.C. The trail also intersects another rail-trail route under development, the Columbia Plateau State Park Trail, <https://parks.state.wa.us/490/Columbia-Plateau-Trail> which runs from Spokane to the Tri-Cities.⁸

⁸ *Specific origin/destination points for the Columbia Plateau trail are Fish Lake (near Cheney, WA) and “Martindale on the Snake River east of Pasco”, Mr. Fred Wert, comments received 12/2/19.*

Past Planning Efforts

Work to advance the P2C Trail has been extensive, involving high-level, system-wide planning dating back to 2000, as well as localized efforts such as the 2014 master plan for the nine-mile stretch between Malden and the Idaho border.^{9 10} The 2016 *Palouse to Cascades State Park Trail Classification & Management Plan (CAMP) Lind to Malden* document lists the following as relevant:

- *Structural Assessment: Beverly Railroad Bridge*, Olympic Pipe Line Company, July 1997;
- *Iron Horse State Park Master Plan*, Washington State Parks and Recreation Commission, March 2000;
- *Iron Horse State Park and the John Wayne Pioneer Trail Management Plan*, Washington State Parks and Recreation Commission, June 2000;
- *Milwaukee Road Corridor Cost Estimates for Safety Improvements*, Washington State Parks and Recreation Commission, June 2005;
- *Environmental Site Report: John Wayne Pioneer Trail Iron Horse State Park – East Palouse Section*, Washington State Parks and Recreation Commission, April 2012;
- *Iron Horse State Park Master Plan Addendum: Iron Horse Palouse/Malden to Idaho Border*, Washington State Parks and Recreation Commission. March 2014.

The following summarizes the 2016 *Iron Horse State Park Trail Recommendations Report*, determined to be of greatest relevance to this report's objectives.

Iron Horse State Park Trail Recommendations Report (2016)

Delivered on June 27, 2016, this report was prepared for review by the Washington State Parks and Recreation Commission. The planning area for this effort focused on the 70-mile trail segment between Town of Lind and the community of Malden, with private property gaps and sections west of Lind to the Columbia River, including 40 miles of Washington Department of Natural Resources- (DNR) managed trail and 30 miles of privately owned and operated active rail line.¹¹

The report was developed in response to specific adjacent property owner and recreational user concerns raised during the 2015 legislative session. Key objectives included provision of land use classifications and long-term boundaries for the trail as well as management recommendations and a real estate plan to address issues raised during the planning process. The report also provided draft budget requests for the 2017-2019 biennium, addressing capital improvements as well as operating and maintenance costs.

The plan's development included extensive public and stakeholder input, including a Director-convened, 12-member Advisory Committee representing landowners, user groups, utility providers, historic and cultural interests, agricultural interests, and tourism/economic development advocates. Formal consultation was initiated with the Colville Confederated Tribes, the Spokane Tribe and the Wanapum Band of Priest Rapids.

⁹ The 2000 "Iron Horse State Park and The John Wayne Pioneer Trail Management Plan, primarily dedicated to P2C Trail portions west of the Columbia River is available at: <https://parks.state.wa.us/DocumentCenter/View/1282/Iron-Horse-State-Park---John-Wayne-Pioneer-Trail-Management-Plan-PDF>

¹⁰ The "2014 Iron Horse State Park Master Plan Addendum: Iron Horse Palouse – Malden To Idaho Border" is available at <https://parks.state.wa.us/853/Iron-Horse-Palouse-Planning>.

¹¹ Lease negotiations between State Parks and DNR are progressing, with recommendations awaiting review by the Washington State Attorney General's Office, at time of publication.

Among six such categories used by the Washington Parks & Recreation Commission, the report proposed three land use classifications for the study area, summarized as:

Recreation– suited and/or developed for high-intensity outdoor recreational use, conference, cultural and/or educational centers, or other uses serving large numbers of people.

Resource Recreation – suited or developed for natural and/or cultural resource-based medium-intensity and low-intensity outdoor recreation uses.

Heritage – designated for the preservation, restoration, and interpretation of unique or unusual archaeological, historical, scientific, and/or cultural features, and traditional cultural properties of statewide or national significance.

Each of the above designations were accompanied by permitted and conditional use activity listings. The entire trail and right-of-way were classified as Resource Recreation, with trailheads and proposed camping areas designated as Recreation. Features designated as Heritage included the tunnels and trestles along Rock Lake, the Beverly Bridge over the Columbia, and the Taunton Substation near Othello.¹²

Management issues identified in the report included the following topics, with associated recommendations, copied in Table 1.2:

- Noxious weeds and vegetation management;
- Trespass on private property;
- Fencing and gates;
- Trailhead facilities;
- Camping facilities;
- Trail surfacing;
- Bridges, trestles and tunnels;
- Recreational permit requirements;
- Long-term boundary, providing parks staff the ability to pursue easements, property agreements and other means of establishing trail use and continuity;
- Land use classifications;
- Protection of natural resources;
- Protection of cultural/historic resources.

Note that Table 1.2 includes itemized status reporting on work and progress since adoption of the 2016 plan.

¹² Features east of Malden were not included in the 2016 report.

Table 1.2 – Management Recommendations (from 2016 plan)

Issue	Management Recommendations	Status
Noxious weeds	<p>Generally, as part of the State Parks natural resource management program, control of noxious weeds follows an Integrated Pest Management (IPM) approach including the use of biological (i.e. goats), chemical, cultural, and mechanical control prescriptions. The least toxic, yet effective, overall approach that is consistent with State and County Weed Board requirements is favored whenever possible. Weeds on and along the trail include yellow Starthistle, Rush Skeletonweed, Canada thistle and spotted knapweed.</p> <p>Management Recommendations</p> <p>Address generally using the following order:</p> <ol style="list-style-type: none"> 1. Prioritize noxious weed control in proximity to agricultural and grazing uses. 2. Develop weed control prescriptions, provide to the jurisdictional weed board and contract with them to conduct weed control. 3. Have State Parks staff provide noxious weed control and vegetation management but hire contractors and Washington Conservation Corps (WCC) to supplement weed control beyond the resources or capability of State Parks staff. 4. Allow grazing for weed removal in appropriate off-trail undeveloped areas and outside of environmentally sensitive areas. 5. Enter into formal agreements with qualified and licensed land owners and allow them to assist with noxious weed control. 6. Consider the use of stewardship agreements with adjacent property owners as a means to control noxious weeds and provide vegetation management. 	<p>2017</p> <ul style="list-style-type: none"> • Worked with County weed boards to prioritize spraying needs • Fulfilled a 2015-2017 proviso, spending approximately \$110,000 on noxious weed and vegetation management (i.e. mowing) • Used Arc Collector Geographic Information System (GIS) mapping to collect geo-referenced trail information including weed management areas • Applied sterilant to approximately 170 miles of trail including both the Palouse to Cascades State Park Trail (from Lind to the Idaho border) and the Columbia Plateau State Park Trail • Used a Washington Conservation Corps (WCC) crew for 8 weeks to clear the trail, remove overhanging branches and conduct general vegetation management <p>2018</p> <ul style="list-style-type: none"> • Continued work with County weed boards to prioritize spraying needs • Continued to collect geo-referenced trail information including weed management areas and areas in need of repair • Applied sterilant to approximately 190 miles of trail including both the Palouse to Cascades State Park Trail (from Lind to the Idaho border) and the Columbia Plateau State Park Trail • Used 8 weeks of Washington Conservation Corps (WCC) crew time for weed spraying, fencing and vegetation management • Used 10 weeks of park staff time for spot and boom spraying of noxious weeds

Issue	Management Recommendations	Status
Trespass on private property	<p>Trespass may occur for a number of reasons. In some instances, it occurs when trail users do not have access to potable water or restroom facilities, so they go onto private lands for these purposes. Trespass also can occur during hunting season, as hunters utilize the trail to access private and public hunting lands. Leaving the trail for scenic views can also result in trespass.</p> <p>Management Recommendations</p> <ol style="list-style-type: none"> 1. Park staff will work to provide trail users with informational materials and web resources showing park boundaries and restrictions. 2. Discourage trespass by providing signage, staffing and reaching a level of trail use that discourages trespass. 3. Work with the Washington Department of Fish and Wildlife (WDFW) and the Bureau of Land Management (BLM) to discourage trespass by hunters. 4. Trailheads and camping areas should be located at intervals that eliminate the need for parking or trespass onto private land. 5. Gates, bollards and fencing should be prioritized for areas with identified unauthorized vehicle access. 6. Work with local communities when addressing trespass issues. 	<ul style="list-style-type: none"> • Installed approximately 1 mile of fencing west of Rosalia in response to adjacent property owner-identified issues • Installed “Private Property” signs and “Keep Gates Closed” signs to prevent trespass and encourage proper trail behavior • Gate repair in five locations (east of Lind, Ralston, Rock Lake)

Issue	Management Recommendations	Status
Fencing	<p>Park staff will continue to work with adjacent landowners to resolve fencing issues, such as determining whether fencing improvements in various areas should be the state’s responsibility (e.g. to keep trail users from trespassing on private property) or the responsibility of the private landowner (e.g. to keep cattle off of the trail), or a shared responsibility.</p> <p>Management Recommendations</p> <ol style="list-style-type: none"> 1. Complete a fencing assessment to determine priority areas based on agricultural use, trespass and trail user safety. 2. Prioritize fencing in areas with known issues such as trespassing on adjacent private land. Fencing decisions will be determined on a case-by-case basis and take into consideration the previous relationship between a railroad or other seller and adjacent or underlying landowners. 3. Where viable, look to utilize alternative means to fencing such as signage, to address issues and minimize cost. 4. Generally, when State Parks provides fencing for trespass or livestock control, it will provide separation that is consistent with the Washington Department of Fish and Wildlife requirements for wildlife passage. Other fencing types may be considered for small areas or to address site- specific concerns. 5. Consider providing a general funding source that can be available to address fencing needs as they arise. 	<ul style="list-style-type: none"> • Gate repair in five locations (east of Lind, Ralston, Rock Lake) • Installed approximately 1 mile of fencing west of Rosalia in response to adjacent property owner-identified issues

Issue	Management Recommendations	Status
Trailhead facilities	<p>Generally, trailheads consist of a parking area, potable and/or stock water (if available), vault toilets or comfort stations, signage, picnic tables and/or picnic shelter, hitching posts, and a bulletin board/interpretive kiosk. In some cases, trailheads may also serve as camping areas.</p> <p>Proposed Trailhead Locations from Malden west to the Columbia River:</p> <ul style="list-style-type: none"> • Kenova • Rock Lake • Revere • Marengo/Ritzville-Benge Road o Ralston • Lind <p>Trailhead locations in the long-term boundary:</p> <ul style="list-style-type: none"> • Roxboro • Warden • Othello • Corfu • Smyrna • Beverly <p>Management Recommendations</p> <ol style="list-style-type: none"> 1. Generally, trailheads should be spaced eight to 12 miles apart from each other. To the degree possible, towns, former railroad depot sites and other areas of historic significance should be considered for trailheads. 2. Trailheads should be used as a tool to address areas where trespass and other known issues impact adjacent property owners. This may involve locating trailheads away from areas that would promote issues such as trespass or, conversely, in closer proximity to private property to address issues such as parking on private property. Trailhead location should be determined with input from local communities, adjacent property owners and trail users. 	<ul style="list-style-type: none"> • Submitted grants that include construction of trailheads in Malden and Rosalia

Issue	Management Recommendations	Status
Camping facilities	<p>Typically, primitive camping will be provided on the trail and include, at a minimum, designated tent sites and a vault toilet. In addition to convenience, sites should be chosen for availability of water, scenic views, shade, proximity to communities and width of the trail corridor. Group campsites with road access should also be provided. In some cases, camping areas may also serve as trailheads. Camping facility location and design should be determined with input from local communities, adjacent property owners and trail users.</p> <p>Management Recommendations</p> <ol style="list-style-type: none"> 1. Generally, camp areas should be five to eight miles from trailheads and eight to ten miles apart from each other. Both group and individual sites should be provided. 2. To the degree possible, camping area locations should be used as a tool to address areas where trespass and other issues impact adjacent property owners. This may involve locating camping facilities away from areas that would promote issues such as trespass or illegal dumping or, conversely, in closer proximity to address these concerns. 	<ul style="list-style-type: none"> • Will be addressed as trailheads are implemented
Trail surfacing	<p>Typical trail surfacing is intended to accommodate pedestrian, bicycle and equestrian use. Wherever possible State Parks will ensure the trail meets Americans with Disabilities Act (ADA) requirements.</p> <p>Management Recommendations</p> <ol style="list-style-type: none"> 1. As site conditions allow, the trail surface will be approximately ten feet wide with a running slope matching that of the original Milwaukee Road rail bed which is generally under 2%. Where site conditions do not allow a 2% running slope (i.e. areas with removed bridges, etc.) slopes should not exceed 10% running slope. The trail surface will be compacted 5/8" minus crushed rock or paved in certain areas and will be designed to meet ADA requirements. 	<ul style="list-style-type: none"> • Addressed drainage issue at Squaw Canyon near Malden by removing rock and organics from drainage swales and re-establishing the trail surface • Used a Veterans Conservation Corps position for three months of trail repair and maintenance

Issue	Management Recommendations	Status
Bridges, Trestles and Tunnels	<p>Existing bridges and trestles within the planning area range in length from ten feet to 975 feet. In addition, there are two 400 foot tunnels located along Rock Lake.</p> <p>Existing Bridge and Trestle Gaps:</p> <ul style="list-style-type: none"> • Beverly Bridge (existing closed trestle over the Columbia River) • Cow Creek Trestle (trestle has been removed) • Lind Trestle (trestle has been removed) • Rock Lake bridges 128 and 130 (existing closed bridges) <p>Existing Tunnel Gaps:</p> <ul style="list-style-type: none"> • Tunnel 43 and 44 along Rock Lake <p>Management Recommendations</p> <p>Depending on the type of trestle and crossing needed one of three approaches would be used:</p> <ol style="list-style-type: none"> 1. Re-deck existing trestles and provide safety fencing. 2. Replace missing trestles with new trestles or bridges. 3. Re-grade areas with missing trestles to allow for an at-grade crossing rather than trestle replacement. 4. Provide temporary detours as a means address missing trestles and bridges. 5. Conduct a cultural/historic resources survey to determine the historic significance of trestle and bridges. 6. Review existing detour routes to determine if safer and shorter routes exist. 	<ul style="list-style-type: none"> • See section related to 2019-2020 capital projects

Issue	Management Recommendations	Status
Recreational permit requirement	<p>State Parks requires a recreational use permit for individuals and groups using the trail. Due to the remote nature of the trail, the permit serves to provide notification to adjacent property owners when the trail is being used and also to notify recreational users of trail rules.</p> <p>Management Recommendations</p> <ol style="list-style-type: none"> 1. The recreational use permit should be eliminated for developed portions of the trail with adequate signage, fencing and educational materials to prevent issues such as trespass and unauthorized use of campfires. 2. If necessary, seek administrative and/or statutory authority to eliminate the recreational use permit requirement in areas where the trail is developed. 3. Until the permit requirement is eliminated Park staff will work towards streamlining the process through the use of on-line and web-based resources for issuing permits and providing property owner notification. 4. Personal information will not be provided as part of the notification process. 5. Work with adjacent property owners to address concerns (i.e. trespass, fire danger, pets off-leash) so that formal property owner notification is no longer required. 6. Work with local communities to determine an alternative to individual permits for local trail users. 	<ul style="list-style-type: none"> • Under review

Issue	Management Recommendations	Status
Trail naming	<p>The current name of the trail is the “Iron Horse State Park Trail (which includes the John Wayne Pioneer Trail).” State Parks is proposing to eliminate the “John Wayne Pioneer Trail” portion of the trail name. The revised trail name would be “Iron Horse State Park Trail.” The trail name would apply to the entire length of the trail from Rattlesnake Lake near North Bend to the Idaho border.</p> <p>Management Recommendations</p> <ol style="list-style-type: none"> 1. Retain the “Iron Horse State Park Trail” name but eliminate the “John Wayne Pioneer Trail” portion of the name to focus on the railroad history associated with the trail. 2. Work with the volunteer groups originally involved in the establishment of the trail to identify an appropriate method of recognition (i.e. trailhead name) based on the elimination of the “John Wayne Pioneer Trail” portion of the park name. 3. As an additional alternative the trail name “Milwaukee Road State Park Trail” is provided. 	<ul style="list-style-type: none"> • Completed

Issue	Management Recommendations	Status
Long-term boundary	<p>Currently there are gaps along the trail created by private property, Department of Natural Resources (DNR) managed trail and a 30 mile section of active rail line. In some cases trailhead locations may require acquisition of additional land.</p> <p>Existing Gaps – East to West:</p> <ul style="list-style-type: none"> • Pine City – Checker-boarded ownership • Rock Lake north – One mile • Rock Lake south – 500 feet • Ewan – Two miles • West of Ewan 1 – 1400 feet • West of Ewan 2 – 2000 feet • East of Lind – 1500 feet • Warden to Port of Royal Slope – 30 miles of active rail line (Port of Royal Slope and Burlington Northern Santa Fe) • Port of Royal Slope to Columbia River – 40 miles of DNR managed trail <p>Management Recommendations</p> <ol style="list-style-type: none"> 1. Trail gaps created by privately owned parcels and active rail operated by the concessionaire for the Port of Royal Slope and Burlington Northern Santa Fe railroad would be included in the long-term boundary. DNR-managed trail would be included in the long-term boundary to advance shared trail management goals. Parks would pursue easements, property agreements, and other means of establishing management for trail purposes. State Parks will work with active rail line operators to explore opportunities such as trails next to the active rail line. 	<ul style="list-style-type: none"> • Will be taking over management of 36 miles of DNR trail (July 2019 DNR lease recommendations)

Issue	Management Recommendations	Status
<p>Land classification (intensity of recreational use)</p>	<p>State Parks uses a land classification system similar to city and county zoning to determine the level of intensity that can occur for recreational development.</p> <p>Management Recommendations</p> <p>The following State Parks land classifications would be applied:</p> <ol style="list-style-type: none"> 1. Recreation classification for more intensive trailheads and camping opportunities within and in close proximity to communities. 2. Resource Recreation classification for the trail corridor and for trailheads and camping facilities that occur at a lower intensity of use. 3. Heritage classification for historic structures, trestles and bridges that are on the National Register of Historic Places or are potentially eligible for the National Register of Historic Places. These are: <ul style="list-style-type: none"> • Tunnels 43 and 44 which are each 400 foot long tunnels located along Rock Lake • Trestles 128 and 130 which are, respectively, 60 feet and 190 feet long and located along Rock Lake • The Taunton Substation in Township 15, Range 28E, Section 8 and located approximately eight miles west of Othello • o Beverly Bridge which crosses the Columbia River south of Vantage and is currently listed on the National Register of Historic Places 	<p>Done per Commission action</p>

Issue	Management Recommendations	Status
<p>Protection of cultural, archaeological, and historic properties</p>	<p>Management Recommendations</p> <p>Consult with tribes that may have an interest in the archaeological and cultural resources on the trail prior to any development activities. State Parks staff will follow the direction contained in the Washington State Parks and Recreation Commission’s Cultural Resources Policy 12-98-1.</p> <p>Treatments applied to historic properties, including rehabilitation or enhancement of existing historic structures or new facility construction in historically significant areas must conform to Commission Policy 12-98-01: Cultural Resource Management Policy.</p> <p>A cultural resource management plan should be developed. This plan must be consistent with State Park’s Cultural Resource Management Policy and at a minimum include:</p> <ol style="list-style-type: none"> 1. A description of the park’s cultural resources 2. Evaluation and conclusions about their significance 3. Outline of the park’s goals and objectives in managing these resources 4. Description and evaluation of current cultural resource management activities 5. Prescription for an action program to meet the most urgent needs. The cultural resource management plan will be updated as new information and techniques become available to park staff. <p>No significant historic properties will be disturbed as the result of operation, maintenance, or development activities prior to a determination of treatment as part of the trail’s cultural resource management plan.</p> <p>Park staff will consult with the State Department of Archaeology and Historic Preservation (DAHP); State Parks Stewardship staff, the Interpretive Program Manager, Archaeologists, and local historical societies, when appropriate, for assistance in protection and management of historic sites and structures, archaeological sites, and Native American cultural sites.</p>	<p>Ongoing programmatic activity</p>

Issue	Management Recommendations	Status
Protection of natural plant and animal communities	<p>Management Recommendations</p> <p>Park staff will ensure that all park management activities comply with regulations and policies related to the protection of natural plant and animal communities including <i>RCW 79A.05.035: Additional powers and duties and Chapter 352-28 WAC: Tree, plant, and fungi cutting, removal and/or disposal and Natural Resource Management Policy #73-04-1 Protecting Washington State Parks Natural Resources</i>. The general purpose of the park's natural resource management program will be to identify additional research needs and to develop and implement additional management policies and prescriptions for:</p> <ol style="list-style-type: none"> 1. General protection of important plant and animal communities 2. Specific protection of identified threatened, endangered, or sensitive plant and animal species/associations/communities 3. Management of non-native species 4. Protection of wetlands and riparian areas 5. Prevention of wildfires <p>To protect and preserve valuable and sensitive natural resources within the park, staff should:</p> <ol style="list-style-type: none"> 1. Identify and map sensitive resources within the park 2. Manage the trail to limit impacts to sensitive resources 3. Support local stewardship programs sponsored by volunteer groups 4. Develop mechanisms/tools to prevent non-compatible impacts through development or landscape modification that degrade the view shed. <p>Campsites and trailheads will be constructed within previously disturbed areas, or areas with low habitat value. However, development plans in disturbed sites with documented historical railroad significance will be carefully evaluated.</p> <p>As part of any re-vegetation (following facilities construction or renovation), landscaping, or prescriptive planting projects, first consideration should be given to the use of native plants and avoiding the proliferation of noxious weeds.</p>	Ongoing programmatic activity

As mentioned above, a “real estate plan” was developed to address management issues of special concern to adjacent private properties, such as trespass, fencing and noxious weed control. This section developed a set of principles and policies to guide future department activities. In general, these policies

support ongoing agricultural uses; allow use of state rights-of-way up to historic fence lines in exchange for area maintenance (case-by-case basis); sustain established limited-use access crossings; allow for non-monetary compensation or benefits in exchange for leases, permits or easements.

Acting on this report, the Commission adopted land classifications and a long-term boundary for portions of the trail east of the Columbia River. At that time, the Commission adopted a resolution reaffirming support for an east-west cross-state trail and directed staff to work with the Department of Natural Resources (DNR) on a transition plan for DNR-managed trail sections.

P2C Trail Capital and Grant Projects (2019-2012)

The following projects (within the study area of this effort) have been funded by grants awarded through the Washington Wildlife and Recreation Program and legislative appropriation. Details regarding other projects, including a \$5 million decking and railing effort on Beverly Bridge (Columbia River) are available at www.parks.wa.gov.

Malden to Rosalia Trestles and Surfacing – \$1.8 million

Scope: Repair trestles, build a trailhead and provide a user-friendly trail surface between Rosalia and Malden. A 2016 listing of improvements provides the following description:

This project will permit and construct grading and surfacing improvements to the nine-mile section of Iron Horse State Park Trail (John Wayne Pioneer Trail) between the towns of Malden and Rosalia, as well as adding a trailhead facility in Malden. The primary intent of this project is to upgrade the trail to a standard consistent with the other improved sections of the Iron Horse/JWPT and to make this section accessible consistent with the Americans with Disabilities Act (ADA). The project scope includes, at a minimum, reducing the grade in five areas (road crossings/former bridge sites) to 10% or less and surfacing the trail with 5/8" minus crushed rock. The project will likely also include items such as signage and gates.¹³

Schedule

Project start: January 1, 2021
Construction start: April 1, 2021
Construction complete: June 30, 2021

Tekoa Trestle Decking and Railings - \$1.7 million

Scope: Open an existing 975-foot trestle located in the rural community of Tekoa. The 2016 parks listing provides the following description:

This project will design, permit, and construct improvements to the 975-foot Tekoa trestle, removing a major trail gap, and connecting Iron Horse State Park to the Town of Tekoa and beyond to the Idaho border. The project will add concrete decking to the steel railroad trestle and will install safety railings, making the bridge usable by hikers, cyclists, and equestrians.

Schedule

Project start: June 15, 2020
Construction start: March 1, 2021
Construction complete: June 30, 2021

¹³ According to the 2016 listing, the design and construction of a Malden trailhead is also included.

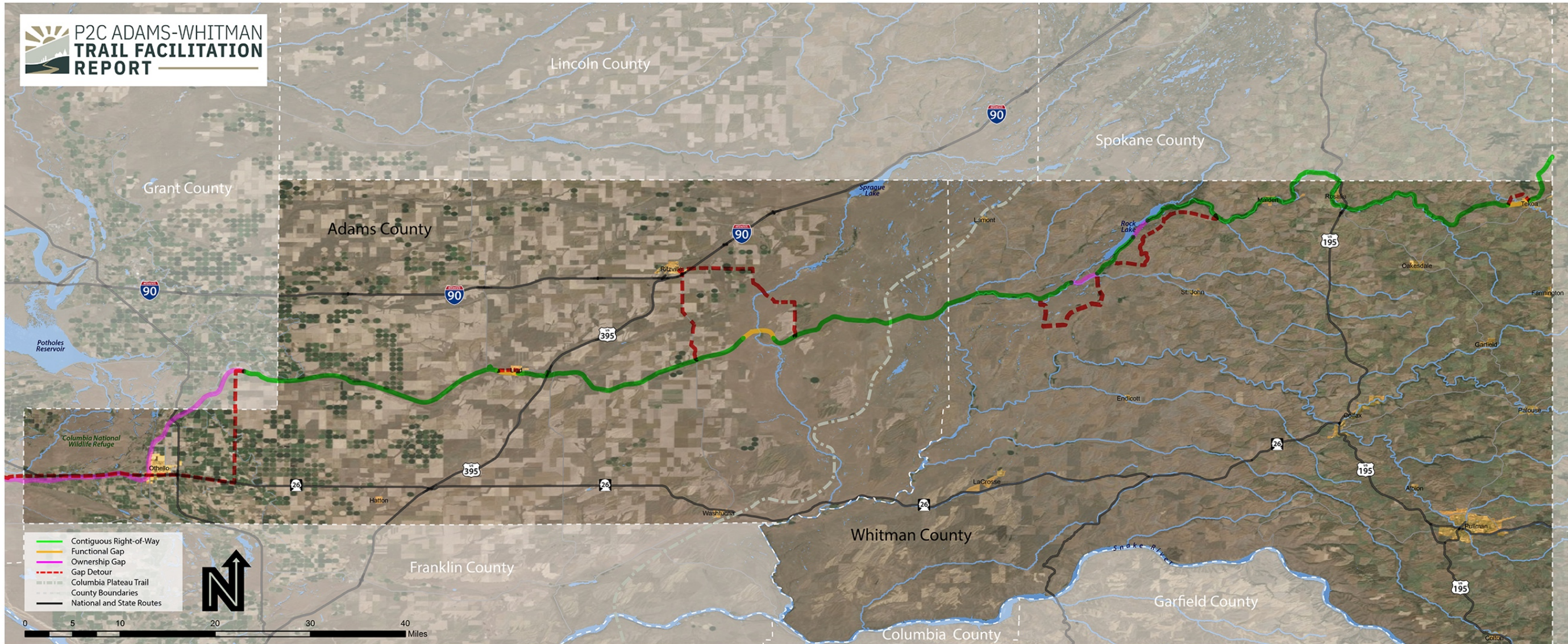


Figure 1.1 – Current P2C Trail Report map, with gaps and approximate detour routes identified (Image: SCJ Alliance, from GIS and available data)



PALOUSE TO CASCADES STATE PARK TRAIL

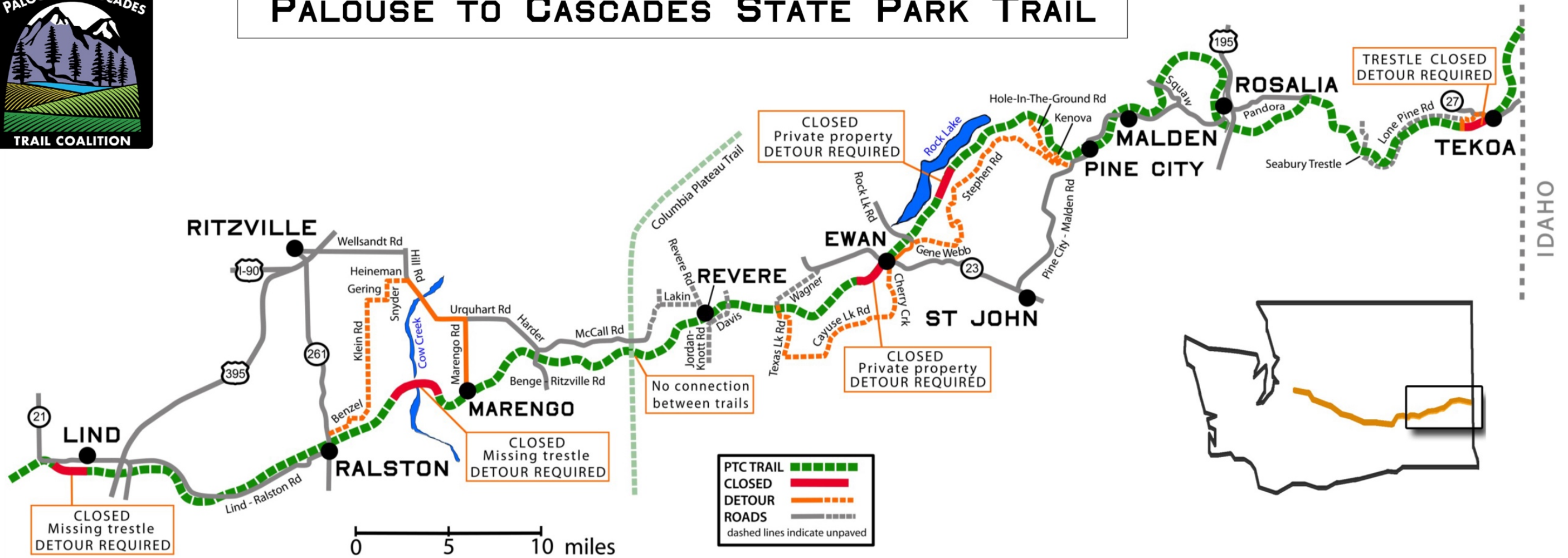


Figure 1.2 - P2C Trail Map, Lind to Tekoa. (Image: Palouse to Cascades Trail Coalition)

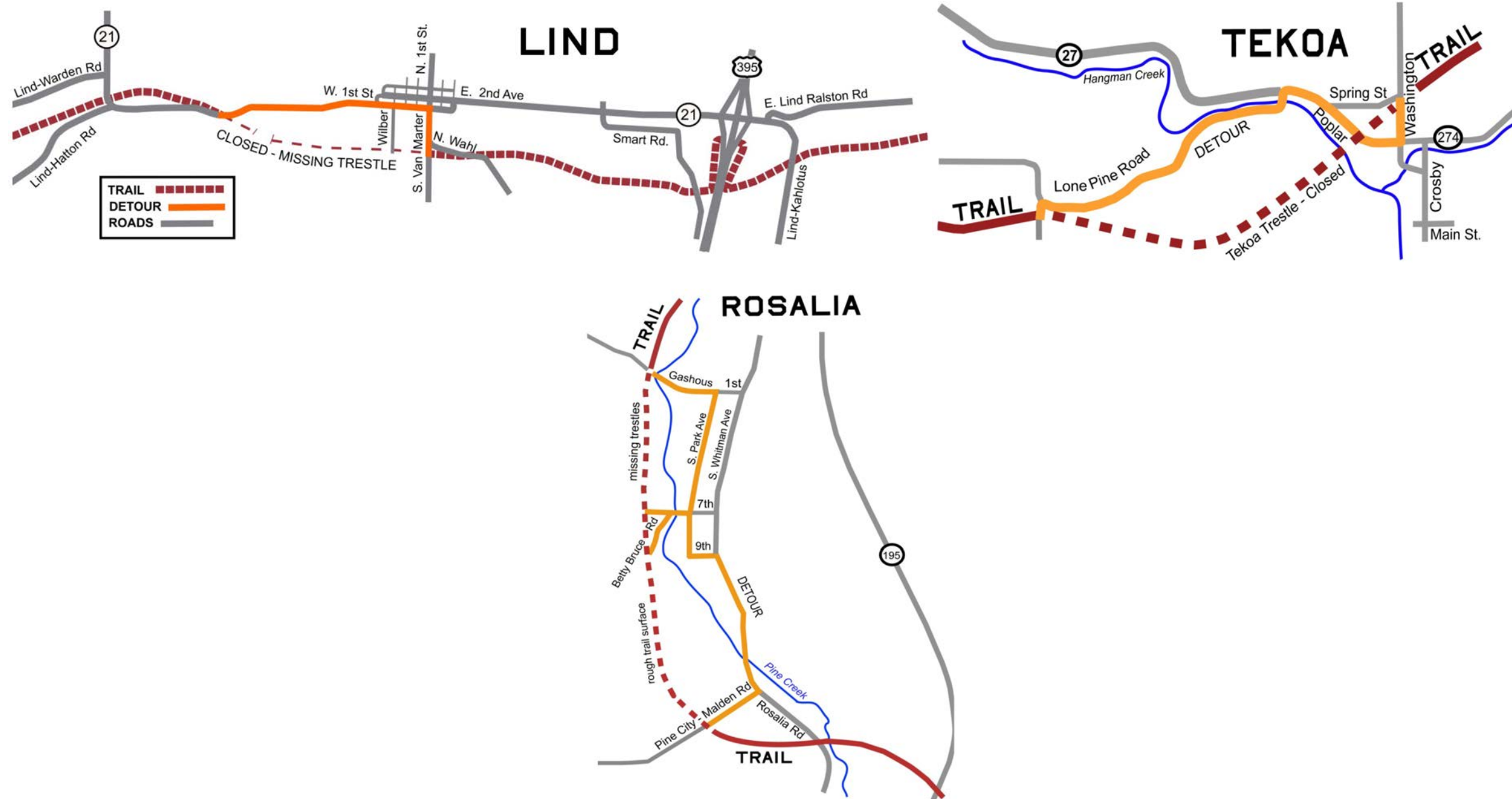


Figure 1.3 - P2C Trail Map, enlarged Lind Tekoa, Rosalia details. (Image: Palouse to Cascades Trail Coalition)