

Palouse to Cascades State Park Trail

Orientation Interviews: Topics & Issues



Introduction

Between October 29 and December 27, 2019, the P2C Trail Report consultant team conducted numerous phone interviews with parties identified by the Department of Commerce (Commerce) as being associated with or representing interests regarding the P2C Trail. In addition to those suggested by Commerce, others identified during calls were also interviewed and added to the original list.

As implied by the effort's working title, the primary purpose of each call was to help inform or "orient" the consultant team to the numerous issues and opportunities associated with the trail, allowing workshop activities to be as current and relevant as possible. The interviews also provided information critical to the development of the report, revealing topics and issues pertinent to the trail's current condition and how it may evolve to be the cross-state route envisioned when the right of way was originally acquired.

All calls typically lasted between 30 and 45 minutes, with interviews allowed to progress according to each interviewee's own viewpoints and interests. All interviewees were urged to attend two workshop meetings as part of the report's "Advisory Group," helping inform and help develop the eventual product.

The following table presents the individuals interviewed, their main affiliation/association with the trail, and the day they were interviewed. A list of all persons consultants attempted to reach for interviews is included at the end of this document. Subsequent sections summarize topics and issues discussed, a summary section including directive concepts, and select quotes from interviewees.

Interviewee List, P2C Trail Report

	Interviewee	Affiliation	Interview Date
1	Mark Schoesler	State Senator	10/29/19
2	Barbara Leighton	Town Clerk, Rosalia	10/30/19
3	Jenna McDonald	City Clerk & Treasurer, Malden	10/30/19
4	Fred Wagner	Secretary, Friends of the Tekoa Trestle Group	10/31/19
5	Jamie Schmunk	Lind Chamber of Commerce President	10/31/19
6	Nan (Nannette) Konishi	Former Rosalia Mayor, Member of Coalition Palouse to Cascades Trail, Business owner adjacent to trail	10/31/19
7	Dave Mahan	Whitman County, Parks Superintendent, Ranger/Operations Coordinator	11/1/19
8	Sue Sackmann	Lind Community Member	11/4/19
9	Tom Davis	Farm Bureau - Public Policy	11/4/19

10	Brock Milliern	Division Manager Conservation, Recreation, and Transactions Washington State Department of Natural Resources	11/5/19
11	Kristine Shuler	City Administrator, City of Warden	11/5/19
12	Doug Flansburg	Whitman County Parks Board Member	11/6/19
13	Larry Leach	Dept. of Natural Resources Assistant Southeast Regional Manager for State Lands	11/7/19
14	Joe Schmick	Washington House of Representatives, 9th Legislative District	11/7/19
15	Randy Kline	State Parks, Trail Program Manager	11/8/19
16	Lindsey Babcock	Acting District Manager; Bureau of Land Management	11/12/19
17	Mark Borleske	Vice President of Cascade Rail Foundation	11/14/19
18	Jeff Chapman	Legislative Advisor: Back Country Horsemen of Washington	11/14/19
19	Gaylord Perkins	John Wayne Pioneer Trail Riders, Outreach Coordinator	11/15/19
20	Randy Roth	Ralston Community and Business Leader	11/27/19
21	Tom Short	John Wayne Pioneer Riders, Trail Development Coordinator	12/5/19
22	Michael Harder	Adjacent Landowner	12/26/19
23	Allen Widman	Adjacent Land Owner, Palouse Pastured Poultry	12/26/19
24	Todd Dickerson	Land Owner	12/26/19
25	Branden Spencer	Adjacent Land Owner	12/26/19
26	Jay Allert	Adjacent Land Owner	1/3/2020
27	Neil McCall	Adjacent Landowner	1/7/2020

Topics & Issues

Conversations with interviewees brought up multiple topics, generally categorized as associated with trail use, alignment, ownership, maintenance and economic consequences. Many of these were detailed as issues or challenges that must be addressed over the short or long-term. The following two sections list and summarize these, including suggestions offered by interviewees. Due to the nature of these groupings, some issues may repeat.

Topics

Trail Management & Maintenance

Management and maintenance of the trail was a key topic of many, if not all interviews.

- Surface – The trail within the study area has seen few improvements since state acquisition and will require grading work and surface treatment. In some areas, steeper slopes limit practical access or use.
- Partnerships – Many suggested that partnerships be formed with adjacent property owners, which, providing their proximity to and intimate knowledge of each area, were seen as best able to help manage it.
- Lack of supervision and maintenance – Controlling visitor behavior in remote, isolated areas was seen as a challenge, complicated by the lack of casual surveillance and supporting facilities. Some claimed to have witnessed unsafe, unsanitary and disrespectful practices by users, degrading trail's image, acceptance and function.
- Edge conditions – Interviewees mentioned the need for better weed control to minimize invasive species intrusion, and for fencing installation and repair to clarify boundaries for trail users.
- Permits – A no-fee permit is required for trail use, providing gate codes allowing access to certain stretches. Some noted problems with non-permit users reaching locked gates (at times with thirsty horses and water on the other side). For localized use, it was suggested, the permit-only approach is impractical.
- Single-agency management – The Department of Natural Resources (DNR) currently manages 40 miles of the trail, with issues noted pertaining to differing management, access protocol, education, available services, etc. between DNR and Washington State Parks. The two entities are close to finalizing management transfer to Washington State Parks.
- Points of contact – Some noted lack of clarity regarding point of contact for varying types of issues, suggesting the need for easy and consistent methods for reporting issues, discussing needs, etc.
- Culvert issues – Some noted that various portions of the trail have drainage problems, either due to water table and grade, or to culvert blockage.
- Illegal dumping – Ongoing issues with dumping were noted, with suggestions for a single point of contact for reporting and development of local capacity to address it quickly. Volunteers have worked to clean things up in the past.
- Directional/ informational signs – Some noted the need to clearly denote trail access points, mile markers, distance between services, emergency contacts, trail rules and etiquette, etc.

Trespassing

This topic came up most frequently with adjacent property owners and represents legitimate concerns regarding user safety and potential disruption of farm and ranch operations.

- Fencing – Some noted that the Farm Bureau specifically calls for fencing or other type of physical barrier between the trail and farmland as a priority policy. Many locations fronting private land would greatly benefit from effective fencing, it was suggested, helping to maintain farm operations and privacy.
- Signs – Note was made that better signage would be helpful in key locations, designating private land/ private property, distance to services, mile markers, emergency contact information in cell-friendly areas, how to report issues, etc.
- Education – The need to educate users on rules of the trail, to better discourage trespassing, to inform users about farm operations, and other objectives was suggested.

Gaps & Alternative Routing

Many of the interviewees mentioned the trail gaps and detours in Adams and Whitman County. These, it is felt, contribute to confusion regarding the trail's location and create longer routes to services.

- Appropriateness of trail alignment – Some felt that the trail's path through active farmland creates incompatibilities that are difficult to mitigate, and that sections navigating isolated rural landscapes will naturally be lightly used – suggesting, some thought, that trail improvements ought to be prioritized in and around developed/ higher-intensity areas where conflicts are less acute and users are more numerous.
- Some cited opportunity areas along the trail, particularly connection opportunities including:
 - The Rock Lake detour (due to private property owner)
 - The Ralston/ Cow Creek detour (missing trestle)
 - The Lind detour (missing trestle)
 - The detour at Ewan (due to private property owner)
 - The Tekoa detour (missing trestle)
- Confusion with gaps – Some noted that users become confused when there are detours or when the route isn't clear, often leading to trespassing issues.
- Denoted trail – Related to the above, some suggested a strong need to finally create a fully contiguous trail, with clear and logical detours if connections cannot be made.
- Leasing opportunity – one property owner suggested a lease agreement with the State to create a shortcut from Ralston to Marengo about five miles long to address the Cow Creek trestle gap.

Farm Operations

Many expressed concerns related to ranching and farming operations, including the following topics:

- Farm Equipment – Some reported issues with theft of parts or damage to combines and other expensive farm equipment.
- Crossings – Several noted the need for farmers and ranchers to access adjacent land and cross sections of the trail.
- Weed management – Addressing noxious weeds within the right-of-way is seen as critical for farmers, with such weeds spreading onto farms and harming crop production.
- Campfires – Some interviewees reported issues with illegal camping and associated camp fires, especially along rural sections of the trail without services or camping locations. Besides trespass issues, the potential for wildfire is of extreme significance.
- Funding – Some interviewees felt that as farmers and ranchers already manage large properties along the right-of-way, partnerships might be forged that with proper funding, could yield workable, land owner-led weed management, water sharing, fire break maintenance, etc.
- Fencing – Some interviewees expressed trespassing concerns and suggested that moving fence creation/ repair efforts forward – even if initially targeting key areas – would help to improve relationships.

Trail Compatibility

There are concerns with the trail's compatibility in Adams and Whitman County. The following capture many of these:

- Parking – Some noted that currently, there are no designated parking locations along the trail, creating access issues, improper accommodation for horse trailers and campers, and insecure parking for day users or long-distance travelers.
- Water – Some noted that long trail stretches exist with no water, making horseback riding or long-distance biking even more difficult.
- Equipment servicing/ repair – Some noted that travelers (often cyclists) have unexpected issues with equipment, and with limited to no repair opportunities, cause users to approach private property owners for help.
- Gates – Gates exist along the entirety of the trail, and some felt these hinder and foster proper use of the trail. Regardless, interviewees acknowledged the need for gates at all appropriate locations.
- Restroom breaks – Interviewees noted the lack of public restrooms anywhere along the trail, forcing users to manage without proper, sanitary facilities. Only those with carry capacity, such as the John Wayne Pioneer Riders, are able to bring portable facilities.
- Help Hotlines/ Services – Cell service is limited or non-existent in many areas, putting a burden on property owners to aid trail users when help is required.
- Illegal camping – Some mentioned issues with users that on occasion, are unable to arrive at their planned destination by nightfall, leading to makeshift camps on adjacent properties. These may cause issues with trash, personal refuse, fires and trespassing.
- Illegal hunting – Many noted that illegal hunting, which occurs regularly in rural areas, is facilitated by ready access to the trail. Such individuals often utilize motor-vehicles, exacerbating the issue.
- Vandalism – Some reported issues of trespass and vandalism, including damage to barns, farm equipment, crops, and private property.
- Seasonal issues – Some noted that the trail can be very hot in the summer and inhospitably cold and windy in the winter, making use unattractive or unsafe for recreational passage.
- Proximity of homes to trail – Some landowners mentioned that many farmhouses were built close to the railroad and now about a very different type of land use – one that seems to invite strangers into their backyards.

Cost

Some discussions included concerns about cost-to-user benefit, or the ability for small towns and rural counties to help fund, operate and maintain the trail. Some of these themes are described below:

- Grant funding opportunities – Suggestions were made that if properly organized and supported, local non-profits, municipalities and citizen groups might obtain grant funding tying trail improvements with community enhancement/ economic development.
- Funding allocation – Some expressed a sense that funding has been abundant for west side improvements but sorely lacking for work east of the Colombia.
- Trail condition – Some mentioned the fact that large portions of the trail require costly surface repairs and felt that improvements and maintenance have been neglected for Adams/ Whitman County portions of the trail.

- Ongoing maintenance – Many noted that eventual completion of the trail will be just the beginning, with ongoing operations and maintenance costs needing to be assigned and addressed by the State and potential partners.
- Utility funding – Some suggested that the trail right-of-way might be developed as a utility corridor, providing lease income in support of the trail. economic base for infrastructure such as broadband.
- Two participants suggested selling off portions of the trail to support development elsewhere, such as alternate routing from the Beverly bridge to the Tri-Cities and back north via the Columbia Plateau Trail.

Economics & Return

Small towns in Adams and Whitman County have few opportunities for tourism and economic development, and many hope to include the trail in that mix. Notes on this theme include the following:

- Small-town economics – Interviewees representing small towns see the trail as a much-needed economic asset, helping bring families, user groups and events into their communities.
- Likelihood of economic impact – Some interviewees worry economic benefits may not justify the costs associated with improvements, operations, maintenance and agricultural impacts.
- User base – Some, noting the scarcity of current users, questioned whether an improved trail will attract enough users to provide overall benefit and justify trail investments.
- Small-town events – Interviewees representing small-town interests generally favor the trail, reflecting on positives already seen with groups like the John Wayne Trail riders and tie-ins with local parades and events including Battle Days in Rosalia and the Combine Demolition Derby in Lind.
- Unique wayfinding – Comments from local leaders urged development of unique wayfinding signs, directing users to town amenities, mile markers, service numbers, local history, environmental information, and local marketing efforts.
- Local input – Many interviewees mentioned the need for locals to be highly involved and consulted as work progresses, including for capital improvements and management decisions.

Users

The following themes were typical of discussions with trail user groups:

- Permits – Many find the current permitting system as too arduous, suggesting it tends to discourage potential users.
- Gates – Some noted “hundreds of gates” along the path, which deter users and add to the difficulty of trail use.
- Bike riders – A variety of cyclists use the trail with two organized groups noted as active stakeholders, i.e., the Cascade Bicycle Club and the Evergreen Mountain Bike Alliance.
- Local users – Some noted that many users are residents or visitors based in local towns, and typically use the trail within a two to three-mile radius around their homes or localities.

- Horseback riding – While some aren't part of a group, the majority of equestrians are members of either the Backcountry Horsemen of WA or the John Wayne Pioneer Trail Riders. Completing the entire trail without group assistance is very difficult, some noted.

Safety

Safety was a concern shared by users, stakeholders, and adjacent land owners. Associated themes include:

- Essential amenities – Most noted the scarcity of water, food, and assistance on the trail, and acknowledge this as a key issue.
- Dangerous infrastructure – Most agree that bridges and tunnels are in disrepair and are not suitable for public use.
- Community policing – Many suggested a larger role for landowners and user groups in helping to police and maintain the trail.
- Spotty cell service – As noted earlier, interviewees mentioned poor cell service along the trail, compounding access to emergency assistance.
- No overnight accommodations – As noted earlier, interviewees mentioned the lack of designated camping, RV parking, or overnight options for users along the trail.
- Emergency contact – Some noted users lack knowledge regarding who and how to contact regarding emergency services.
- Liability – Right-of-way owners near Rock Lake indicated a desire to prevent user access at all, expressing concerns about liability.

Process Validity

A number of planning efforts have already taken place in support of the trail in Whitman and Adams County, and some noted a lack of faith in past processes and/ or outcomes. The following typify related comments:

- “Disingenuous” process – Some suggested the current report process, initiated by the legislature’s proviso, seems redundant and too time-limited. This, it was feared, casts a shadow on State Parks and may undermine the value of report recommendations.
- Marginalization – Some see past efforts for eastern portions of the trail as less-robust, as if an afterthought by the state.
- Partners – Some expressed a desire by farmers and ranchers to be treated as partners rather than “victims” of trail progress.
- Brown v. State of Washington (1996) - Some adjacent landowners expressed a long standing dispute and resentment regarding the ownership of the trail. In Brown versus the State of Washington in 1996, three adjacent property owners sought reversion of title based on original deeds from private landowners in which the property had been conveyed by the railroad company to the landowners. The Courts ruled in favor of the State in October 1996.

Education

Some interviewees noted that land characteristics in Adams and Whitman County may require differing levels of education than urban and/ or forested areas might require, including the following concepts:

- User preparedness – Some felt it crucial to educate users on how to best use the trail in channeled scabland areas where services, trespassing, and cell service issues are especially acute, and regarding towns where services, lodging, camping, parking and other amenities might be available.
- Local education – Some noted the need to educate local residents as well, whether for short-trip use or as local stewards for the trail.

Summary Notes

The following section coalesce all interviewee comments and their various dimensions into distinct challenges future efforts must tackle. Resolutions for some issues may evolve as part of this report's preparation, while others may take time, supported by additional study, future policy development, and committed action.

Credibility Gap

Many discussions included stories of management issues with specific locations along the trail including noxious weeds, trail surfacing, fencing and much more. Some feel the state hasn't been a reliable partner in addressing known issues, and thus are deeply skeptical that it might be relied upon for future, ever more complex needs. This, perhaps, in contrast to local perception of the John Wayne Pioneer Trail Riders, who seem generally well-regarded as stewards of the trail. Addressing this gap will take time and institutional commitment, requiring a consistent, in-person presence, and making sure measures and agreements are fully honored as plans progress.

Building Partnerships

Based on these interviews, opportunity exists – and perhaps requires – the development of local partnerships with landowners and communities along the trail's path. The capacity of the state to go it alone seems limited, so involving locals offers potential in terms of gaining capital, operational knowledge and insight, on-site stewardship and lasting support. Many expressed a desire to be included on a more intimate level with decision-making and implementation of plans, including landowners hoping for effective, reliable partnerships matching the type of relations they have with other neighbors. Perhaps owing to the nature of rural, highly-remote areas like Adams and Whitman counties, collaboration is key.

A Rocky History

Many of the discussions with adjacent landowners began with personal accounts and perspectives regarding the Brown v. State of Washington lawsuit in 1996. Three adjacent property owners filed suit against the State of Washington over the strip of land that the State bought after the railroad declared bankruptcy. The property owners sought reversion of title based on the original deeds held by the landowners at the time the land was conveyed to the railroad company stating that if it was no longer a railroad the land would be conveyed back to the adjacent landowner. In 1994 the Superior Court in Adams County and Whitman County ruled in favor of the appellants to revert the property in full to the landowners. However, after appeals by the State, the Supreme Court reversed the ruling and the land was deeded back to the State. This demonstrates the rocky history to the State's acquisition of the trail. Many property owners feel that the State has not been responsive, neighborly, or good stewards of the land. Many of the opinions and hard feels stem from the troubled past.

Demonstrate Return, Over Time

Many noted the relative scarcity of trail users, suggesting that cost-to-benefit ratios may never balance. While evidence elsewhere offers hope that trail investments will indeed pay dividends, the sheer distance, often-harsh environment, thin service network and other unique circumstances along this route pose formidable challenges. Embracing these realities by working in incremental, localized fashion – especially where physical and other conditions are already more favorable – can provide proponents with opportunity to build and demonstrate local successes, including economic returns.

Suit to Fit

The trail in Adams and Whitman County cuts through remote and rural areas. Some include rolling wheat fields; some include channeled scabland. While communities along the route are tiny, they're essentially urban compared to long stretches of the trail. Issues that may weigh heavily in one area may be easily managed elsewhere. Even built out, it seems likely that some sections of the trail will see heavy use while others may see very few visitors. Such conditions, it was suggested, recommend differing treatments for differing areas, ranging from ways the trail might be improved to ways the trail might be operated and managed. The sheer scope of the landscape, varying use patterns and the range of improvements needed seem to require a more context-sensitive approach, versus "one size suits all" policies.

Management Realities: Policing

In urban areas, destructive behaviors are regulated to a large degree by the presence of others. Such visual surveillance or "eyes on" doesn't eliminate the need for policing, but greatly reduces it. As some seem to believe, it seems unlikely that the trail – or at least large portions of it – will ever see sufficient visitor volume to reduce the need for active oversight. Behaviors mentioned in interviews – particularly those related to illegal hunting, dumping, vandalism and theft – are often seen in rural areas, but may be enabled by access to remote rights-of-way. Future efforts must recognize this, including work to limit unfettered access and associated abuse; improved oversight/ policing efforts that partner with and support local landowners; and work with user groups to aid surveillance and reporting of issues.

Management Realities: Funding

Given sufficient funding, moving trail improvements forward might be relatively simple, with operations and maintenance handled as the railroads once did, which, according to some interviewees, was reliable, if perhaps blunt and indifferent to local conditions. But rail operations are wildly different from trail operations, including funding streams that support them. Several interviewees noted that as a matter of priority, trail planning must include serious consideration for ways in which the trail can support itself over time, not only for capital improvements but for operations and management. Some offered ideas and suggestions for this, but it's clear that the difficult work to identify resource streams able to sustain operations and partner relationships is a critical priority.

User Education

Many of the comments made by interviewees suggest the need for better user communication and education. As-is, large sections of the trail present formidable physical and logistical demands that some are unprepared for, leading to trespass and intrusion, and in some cases, behaviors that put users and/ or the landscape at risk. Similarly, users – perhaps accustomed to trails in more urban, or publicly-owned landscapes – may feel entitled to camp, hike, take water from or disturb private holdings. Lacking

the type of physical cues and services common to more typical trails, behavioral boundaries must come from user understanding and respect, acknowledging the unique context where this trail exists. Active farm and rangeland areas differ greatly from woodland, urban, and mountainous ones. According to interviewees, some, like the John Wayne Pioneer Wagons & Riders group, understand the trail, while others do not.

They Will Come

A common thread in all interviews, stated or not, seemed to be a love for and appreciation of the land through which the trail passes. In fact, many of the challenges enumerated in our interviews concern qualities of the landscape – including its sometimes-extreme remoteness, its geographic history and diversity, the ways in which farming and ranching operate there, and small-town pace of life. Just as these qualities keep locals in-place, they have clear potential to attract numerous visitors.

Many of those interviewed see the trail as a rare and important option for small-town economic development. Successes elsewhere, perhaps especially the Trail of the Couer d’Alenes in north Idaho, have many locals excited about the trail. Such energies have already helped move planning and project funding along in Whitman County, specifically in Tekoa and the trail section between Rosalia and Malden. Other towns along the route seem equally excited about the trail’s potential, leading some to suggest that a phased approach be developed – one that, perhaps, identifies and matches key areas of the trail’s path with host communities. Such an approach could offer multiple advantages, including:

- Helping visitors to identify and more easily experience unique portions of the trail, including out-and back trips or possible loops in the Palouse, in scabland or pothole lake areas, or along Rock Lake, for instance.
- Tying improvements to active, local proponent groups and municipalities.
- Creating localized “wins” for the trail, elevating the awareness and interest of families and more casual users.
- Allowing the trail to develop over time, as funds and localized support for it grows.
- Providing a more context-sensitive approach, matching trail design, features, amenities and management practices to differing areas.

Notable Quotes

“It has been really neat to see users experience the Palouse portion of the trail. It has made me appreciate the landscape the way that visitors experience this place I have always called home.”

“The trail should not be a detriment to someone’s livelihood.”

“The trail is a responsibility and we need to take care of it. We need people to report and communicate the issues so we can do just that.”

“Ecotourism and the rural economy – they can work together.”

“We seem to be at a point where property owners and users are willing to work together for solutions that address their concerns.”

“It’s like having a sidewalk in your backyard.”

Name, First	Name, Last	Affiliation	Interviewed	Called but not interviewed
Yvonne		Executive Director; Evergreen Mountain Bike Alliance		
Jay	Allert	Adjacent Landowner	x	
Alex	Alston	Contract Lobbyist/Policy		
Lindsey	Babcock	Acting District Manager; Bureau of Land Management	x	
Keith	Bailey	Adjacent Landowner		x
Mark	Borleske	Adjacent Landowner		x
Steve	Brand	State Parks -Partnerships, Planning and Real Estate Manager		
Angus	Brodie	Dept. of Natural Resources		
Ken	Carmichael	Back Country Horsemen of WA		x
Robert	Casey			
Tom	Davis	Farm Bureau - Public Policy	x	
Todd & Becky	Dickerson	Adjacent Landowner	x	
Dale	Flannigan	Adjacent Landowner		x
Doug	Flansburg	Whitman County Parks Board Member	x	
Scott	Griffith	State Parks - Eastern Region Manager		
Alice	Handley	Department of Fish and Wildlife		
Michael	Harder	Adjacent Landowner	x	
JC	Harder	Adjacent Landowner		x
Marilyn	Hedges	Friends of the Palouse to Cascades Trail		x
Michelle	Hennings	Executive Director, Washington Wheat Growers Association		x
Peter	Herzog	State Parks		
Andrea	Imler	Washington Trails Association		
Randy	Kline	State Parks - Trail Manager	x	
Nanette	Konishi	Adjacent Landowner/ Business Owner Rosalia/PTCT Coalition	x	
Lisa	Kuehne	Chamber/Battle Days		

Name, First	Name, Last	Affiliation	Interviewed	Called but not interviewed
Larry	Leach	Dept. of Natural Resources Southeast Regional Manager	x	
Barbara	Leighton	Clerk, Town of Rosalia	x	
Dave	Mahan	Whitman County, Parks Superintendent, Ranger/Operations Coordinator	x	
Pete	Martin	Tekoa Trail and Trestle Association		x
Pete	Martin	Friends of the Tekoa Trestle Group		
Ted	Maxwell	Adjacent Landowner		x
Neil	McCall	Adjacent Landowner	x	
Jenna	McDonald	City Clerk & Treasurer, Town of Malden	x	
Brock	Milliern	Dept. of Natural Resources	x	
Don	Montgomery	Friends of the Tekoa Trestle Group		
Tania	Morelos	City of Othello, City Clerk		x
Diane	Nebel			
Jim	O Hare	PTCT Coalition		
Gaylord	Perkins	John Wayne Pioneer Trail Riders	x	
Patricia	Philips	Clerk, Adams County Commissioners		x
Stephen	Pozzanghera	Department of Fish and Wildlife		
Lee	Root	Mayor, Town of Rosalia		
Randy	Roth	Ralston Community and Business Leader	x	
Owen	Rowe	Policy and Governmental Affairs Director Washington State Parks and Recreation		
Sue	Sackmann	Lind Resident, Community Activist	x	
Salvador	Salazar	Governor's Office		
Joe	Schmick	Washington House of Representatives, representing the 9th Legislative District	x	
Jamie	Schmunk	Lind Chamber of Commerce, President	x	

Name, First	Name, Last	Affiliation	Interviewed	Called but not interviewed
Mark	Schoesler	State Senator	x	
Ben	Serr	Commerce		
Tom	Short	John Wayne Pioneer Trail Riders	x	
Kristine	Shuler	City Administrator, City of Warden	x	
Wendy	Sienknecht	Tekoa City Council		
Jill	Simmons	Executive Director; Washington Trails Association		
Richard	Smith	Executive Director; Cascade Bicycle Club		
Mike	Sorensen			
Branden	Spencer	Adjacent Landowner	x	
Bill	Tensfeld	Whitman County		
Brandon	Valle			
Fred	Wagner	Friends of the Tekoa Trestle Group	x	
Fred	Wert	Friends of the Palouse to Cascades Trail		x
Richard	Wesson	Pullman Civic Trust		
Allen	Widman	Adjacent Landowner	x	
Allen	Widman	Adjacent Landowner		x
Ken	Wilkes			
Kathy	Young	President; Back Country Horsemen of WA		