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## Environment Committee

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### HB 2225

**Brief Description:** Concerning the Milwaukee Road corridor.

**Sponsors:** Representatives Manweller, Senn, Magendanz, Fey, Tharinger, Fitzgibbon and Roberts; by request of Parks and Recreation Commission.

#### Brief Summary of Bill

- Repeals the State Parks and Recreation Commission's (State Parks) management duties that are specific to the Milwaukee Road corridor.
- Authorizes the State Parks authority to manage the Milwaukee Road corridor in the same manner as other recreational trails.

**Hearing Date:** 1/17/14

**Staff:** Megan Mulvihill (786-7291). Jacob Lipson (786-7196)

#### Background:

##### Milwaukee Road Corridor History

The Milwaukee Road corridor, also known as the Iron Horse State Park and John Wayne Pioneer Trail, is a 213-mile recreational trail stretching from the eastern outskirts of Seattle to the Idaho border. In 1981, Washington purchased the corridor from the Milwaukee Railroad Company and converted it to a recreational trail.

The management authority over a section of the corridor referred to as the Iron Horse State Park, along with additional sidings which are areas for camping and climbing, were transferred from the Department of Natural Resources to the State Parks in 1984. Besides the Milwaukee Road corridor, State Parks manages four other rails-to-trails. State Parks defines rail trails as non-traditional park lands, due to the different attributes and management conditions. State Parks policy is to be more flexible in permitting non-recreational uses such as recognizing existing rights or allowing occasional motorized vehicle use on non-traditional park lands.

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*This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.*

## Milwaukee Road Corridor Management Provisions

In managing the Milwaukee Road corridor, State Parks has mandatory duties and additional discretionary provisions. The state must:

- close the corridor to hunting;
- exclude motorized vehicles except for emergency vehicles and those necessary for maintenance and utility lines;
- comply with the corridor's deed;
- control weeds;
- clean and maintain culverts; and
- identify opportunities and encourage volunteer work, private contributions, and support to maintain the recreational trail.

In addition, State Parks may do the following:

- enter into agreements to allow realignment or modification of public roads, farm crossings, water conveyance facilities, and other utility crossings;
- regulate and restrict uses;
- place hazard warning signs and close hazardous structures;
- renegotiate deed restrictions;
- approve and process the sale or exchange of lands or easements if it does not adversely affect the recreational purpose; and
- limit recreational access to permit holders issued by the commission.

### **Summary of Bill:**

State Parks must manage the Milwaukee Road corridor in the same manner as the other recreational trails under its jurisdiction. The specific Milwaukee Road corridor provisions are repealed.

**Appropriation:** None.

**Fiscal Note:** Requested on January 14, 2014.

**Effective Date:** The bill takes effect 90 days after adjournment of the session in which the bill is passed.