

December 14, 2017 Meeting Notes

In Attendance

Committee Members

Andrew Cromarty
Kathy Young
Kitty Craig
Sage Park
Martha Wyckoff
Mike Reimer
Paul Schmitt

Deborah Essman
Jeri Downs
JJ Collins
Andrea Imler
John Littel
Dale Bambrick
Jen Stephens

Tom Ring
Doug Schindler
Darcy Batura
Paul Jewell
Jim Halstrom

Agency Staff

Larry Leach
Doug McClelland
Glenn Glover
Laura Cooper

Stephanie Margheim
Elizabeth Eberle
Patricia Jatzcak
Mike Livingston

Ross Huffman
Barry Collins
William Meyer

Meeting Purpose: Finalize concepts for winter recreation trails and facilities. Refine summer concepts for trails and facilities. Learn about river channel migration and risk to facilities. Work on ideas for camping design and management.

Welcome: Reviewed agenda and November meeting notes.

Winter recreation concept development – [PowerPoint](#)

Committee comments on winter recreation concepts

- Teanaway Valley Farm (TVF) may not be high enough in elevation for sufficient snow each year. It is surprising that there is no option for any infrastructure - it was purchased with a USFWS section 6 grant, which is very restrictive. Seasonal Sani Cans may be an option.
- TVF is the first place people come to and if there is a parking lot, people are going to make their own trails and use the restroom where they can. It needs to be managed.
- In the summer, it could be a trailhead and family friendly trail, while in the winter it could be a family friendly beginner snowshoe trail, not a Sno-Park. It needs to be managed for winter use.
- If there is a parking lot, there needs to be restrooms.
- TVF parking area in the winter could be a cross country snowshoe area without a trail.
- Could there be a signed winter trail for beginners on the TCF land adjacent to the TVF land?
- Consider updating Indian Camp for winter use in the future, if needed.
- If there was a new Sno-Park at the end of the West Fork Road, there is a great sledding hill that kids could use, but it wouldn't be advertised.
- Indian Camp winter access could be revisited in the future.
- PMO
 - Blue area PMO non-motorized, with some snowmobile crossings through it
 - Whole forest minus the blue area is both motorized and non-motorized
- An option for a trailhead instead of TVF is in T20 R16 S5 where TCF land crosses the county road.

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- Warming hut could be at/near 29 Pines, location and expansion to be determined.
- The idea is to bring in quality xc skiing by establishing a PMO non-motorized section of the forest, which would not preclude other uses. Input from local snowmobile clubs will be needed.
- There is a desire to have a quiet winter recreational experience somewhere on the forest and the West Fork has a good grade for skiing.
- Other examples, like Lake Easton, show the motorized and non-motorized uses can coexist.
- Non-motorized PMO footprint can be talked about, but it's adjacent to the Towns to Teanaway (T2T) non-motorized effort. The Nature Conservancy (TNC) snowmobile route can be used to connect off of it, which can be a main route to Roslyn.
- Currently, all of the forest is open to snowmobilers and there needs to be an area to fit in quiet uses that isn't shared with snowmobiles.

Summer recreation concept development – [PowerPoint](#)

Committee comments on summer recreation concept

- Regarding Dickey Creek: Suitability mapping showed concerns about where wildlife occurs. The cost to get the road out of the creek bottom is not beneficial. The agencies are hesitant to improve Dickey Creek Road.
- Regarding the 4305 Road: The floodplain is massive all the way down TCF property, so a cheap place to put in a bridge will be very difficult. There is a USFS easement underneath the 4305 Road that crosses where the old ford was on the West Fork from Yellow Hill out to Lake Cle Elum. If the USFS wanted to spend the money to re-establish that crossing, they'd have to do the permitting to do that, but they could choose to open that up.
- Upgrading roads for uses besides recreational scenic driving is a greater management issue. Egress for emergency access is a larger topic for another conversation.
- The area south of TVF seems suitable for multi-use trails, but there's nothing shown on the concept map. Some sort of motorized corridor through there might be a good idea, at least seasonally.
- Everyone needs to cross the Illahee Bridge.
- Motorized trail development in the SW corner of the forest would be great, could be a link to get through that part of the forest.
- A potential critical motorized connection: new trail linking the west side of the forest to all of the motorized USFS trails across the top of the TCF for motorized connectivity and connectivity to Indian Camp.
- River and county road corridor should have its own PMO due to its high intensity of use. Phase some planning specifically where the county roads and rivers are.
- The USFS trails are in poor condition, so it doesn't make sense to connect to it from others.
- Make the Middle Fork Trail non-motorized and allow a trail for motorized users to get to the places they would have accessed from the Middle Fork Trail using the new red trail on the map. The Middle Fork Trail is only useable for motorcycles a few months a year because of river flows. It's a technical trail, so there aren't many motorized users and currently not a lot of conflict.
- USFS would have to go through the NEPA process and involve the public in the closure of the Middle Fork Trail. It can be done, but it's not easy.
- The red ridge trail across the top of the USFS forest boundary is a good idea.
- Even if the Middle Fork Trail is only non-motorized, there is still significant work to be done to improve it.

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- Stream corridors where fords require the river to be running across bedrock is not a natural condition. The goals of the integrated plan call for restoring those natural functions; it's why the land was purchased. The five goals must be balanced, consistent with watershed protection. Ridgetop roads and trails are encouraging.
- Expansion of the 4305 Road has some impacts to TNC. TNC supports being getting into nature, but recognizes putting a road in changes impacts. The current road dead ends, a pleasure driving route that goes through is different than a dead end road. The easement needs to be looked at.
- Worried that if the 4305 Road scenic driving route is established, it may be enabling increased development along the lake. There were incredible impacts near the lake due to fire and residents are fearful of exacerbating that problem. It's one way in, one way out along the lake. Would an additional way out enable more development along the lake? County could do an assessment.
- Dickey Creek should be open to recreational driving. Understand costs and health of the forest. Shouldn't be totally tabled, leave it on the table. It would spread the recreation out to the east side of the forest.
- Public Lands Advisory Committee echoes the remarks about opening Dickey Creek Road.
- Potential option for scenic driving: up Teanaway Butte Road from the Middle Fork, down through Lick Creek and out through the old fire. It wouldn't need as much work as the other options.
- Red trail across the top of the map is in purple on the suitability map.
- Rye Creek is not a road the agency is interested in trying to maintain.
- To what extent could we get more attention paid to the eastern undeveloped area and the USFS area between the TCF and highway 97? By starting now to put trails/uses into that area may make it more viable for the option of an open road in the future.
- Be aware of the wildland urban interface and fire/fire safety.

Public Comment

Mike & Vince, Wagon Wheel Residents - Local snowmobilers need to get through the blue area to get to Roslyn. Shared input on where local snowmobilers like to ride in the TCF.

Janelle Black, Roslyn resident – winter concept map: non-motorized blob around the private inholdings seems like you're setting yourself up for conflict with landowners. They snowmobile into their cabins and they snowmobile around their cabins. Regarding horseback riding: the lower grades of the Teanaway are good for beginners or out of shape horses. The only trails out of Indian Camp are really hard at the beginning. There need to be some stable and easier routes for horses out of Indian Camp. A lot of the horses that ride out of Indian Camp are green horses and not used to motorized vehicles.

Chuck Johnson – Teanaway resident, president of snowmobile club. The more land you open up, the more enforcement needs to be in place. The lack of enforcement is already an issue for those living adjacent to the forest. The snowmobile club does a cleanup along the north fork county road and opening more areas means more litter. Opening up the backcountry behind Chuck's property is not easily accessible. Chuck's property has one of the only access roads up to that area and has three gates across that entry to keep access off his private property. Neighbor has issues with mostly hunters crossing his property to get to the TCF. What are you going to put in place to control crowds who access

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through private land? Not saying don't do it, but what are you going to do to protect the private property? A parking lot in the TVF will invite people to go where they aren't supposed to be. Against opening Dickey Creek as it's not a viable route. Keep Jack Creek access open. Many residents are multi season sport enthusiasts and want to be more inclusive than exclusive.

Craig Mabie – T2T update: continuing to work with private landowners and reached agreement to site three trailheads and three easements, in perpetuity, across their lands. Meeting with final two landowners in January. Next public meeting is February 27 at 6:30pm at the Putnam Center – landscape architect will be presenting alternatives. T2T received a monetary donation from Weyerhaeuser– they see the project, trailheads and trails as a means to take pressure off the Teanaway River drainage.

Darcy Batura: TNC is moving on the need for a regional recreation planning project to allow for a bigger vision. At the table: Cle Elum Ranger District, Naches Ranger District, WTA, TWS, MTSG, Commissioner Osiadacz, WDFW, DNR, TNC. Planning landscape is Naches Ranger District up through the Cle Elum Ranger District over to cabin creek and to the Teanaway. Planning recreation consistent with watershed protection. Working on human ecology mapping and writing a proposal to get it identified as one of the DNR Rural Community Partnership Initiatives.

River channel migration and facilities – William Meyer Presentation

State of the art river modeling update

Camping design exercise – [PowerPoint](#)

There are grants in place for renovations of Teanaway Campground and Indian Camp Campground, just waiting on the capital budget for them to come through.

- An alternative for 29 Pines could be up on the bench across the road.

Darcy has noticed that impact to adjacent private land has been incredible since a campground in Montana moved to a reservation system. The adjacent private lands have gotten trashed by those who are dispersed camping since they didn't have a reservation to use the campground.

Things the committee members are thankful for about the Teanaway:

- Thankful for the opportunity to work with a unique committee
- Thankful that everyone survived the Jolly Mountain Fire
- Thankful for the fundamental fact that the Teanaway is preserved
- Thankful there is no town in the Teanaway and hopeful that in the future we can marshal the resources to implement the management plan
- Thankful that the community and agencies work together
- Thankful for the energy and devotion that the committee has stuck in it
- Thankful for effort from DNR and DFW
- Thankful that the meetings are great and continue to be engaging
- Thankful for relationships and collaboration around the table
- Thankful for the agencies and behind the scenes staff

Next meeting: January 11 at Putnam Center

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