

*NOTE: The following is a compiled list of public comments concerning the Teanaway Community Forest, received at the Advisory Committee meeting at the Teanaway Grange, from letters, and from the online survey tool.*

## **Teanaway Community Forest – public comments given at the Advisory Committee meeting, 1/8/2015**

- Bill Carroll – President of ORV group in Wenatchee; there are 100 members. The foundation of the group is youth. They are for recreation and fun, they do not want more restrictions
- Glenn Glover (provided handout) – With the Evergreen Mountain Bike Alliance. The document he provided shows motorized and non-motorized trail opportunities around the TCF. Mountain bikes and other user groups get displaced by motorized vehicles, applauds the AC in their addressing displacement concerns. One item missing from the recreation planning guidance and discussion on handout today. Ask that Rec planning committee look at the broader landscape around the TCF when considering recreation needs in the TCF.
- Sean Clarke (provided handout) – All recreation users can get along and use the Teanaway. All user groups deserve an opportunity to use the Teanaway. Consider some shared trails, some single use trails. Perhaps you can't have a completely silent forest, but you can disperse use to avoid noise impacts.
- Jack Jenson – Teanaway farmer. He raised the question about conflict with the proposed use of motorized vehicles use in the Teanaway and the statute that does not include motorized use (with the exception of snowmobiles). Statue does not include ORV use and ORV use conflicts with fish and wildlife goals. Request that DNR and DFW address this issue.

## **Teanaway Community Forest – public comments given as letters, 1/8/2015 – 2/6/2015**

February 2, 2015

Dear Commissioner Berndt,

We are writing to you regarding the Teanaway Community Forest, specifically the issue of motorized vehicles in the forest. We are landowners on the Teanaway River and frequent users of the forest. All motorized vehicles were prohibited by the previous owner, American Forest Resources, due to rampant disregard of the rules, disruption of the land and fire danger. In spite of this prohibition, motorcycle riders have continued to ride in the forest over the last year, disregarding the interim rules, creating trail damage, erosion from riding off trail, noise, pollution, trauma to wild life and dangerous encounters with other users.

All this is quite evident to us as horse riders and also to hikers, birders, mountain bikers, neighboring property owners and the many others who enjoy the beauty and quiet of the Teanaway Forest.

The major stated goal of the State for this Community Forest is related to water issues critical to the entire Yakima Basin—better water quality, better natural water storage, increased water flow. In that light, we find it totally incongruous that motorcycle use is even a consideration in the Teanaway.

In addition, we have learned that there are already hundreds of miles of trails in the immediately surrounding areas open to motorcycles.

We have worked diligently to advocate for keeping the Teanaway Community Forest non-motorized. We have talked with many members of the Advisory Committee, written comments, gone to the meetings and spoken at public comment opportunities about our experiences with motorcycles in the forest.

We are contacting you directly, as we have been told that you are hearing from local motorcycle rider organizations as well as from lobbyists for national motorcycle groups and industry, mostly representing people who have never been anywhere near the Teanaway Community Forest. We have worked diligently to make our voices heard through the Advisory Committee, but want to directly request your help to maintain this lovely area as a refuge for water quality, fish, wildlife and non-motorized recreation.

Sincerely,

Sharon and Jack Jenson

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JAN 29 2015

OFFICE OF THE COMMISSIONER  
OF PUBLIC LANDS

January 27, 2015

Chair, Advisory Committee

Teanaway Community Forest

Care of:

Matthew Randazzo

Senior Advisor to the Commissioner

Washington State Department of Natural Resources

P. O. Box 47000

1111 Washington Street S.E.

Olympia, WA. 98504-7000

Re: Teanaway Community Forest, Travel Management Issues Concerning Off Road Vehicles,

Dear Ladies and Gentlemen:

This is to provide you with written comment concerning travel management issues concerning the Teanaway Community Forest (TCF). You are currently developing the initial Management Plan which calls for balancing of preservation of natural resources including biodiversity of flora and fauna, which should be the primary goal, and human uses, which are primarily timber harvests and recreation. This letter represents the comments of the Sierra Club.

It is essential that your analysis must include careful consideration of the impacts of the use of Off Road Vehicles (ORVs) and the management of their use within the TCF. This includes four wheel vehicles as well as motorcycles. The appropriate process would be to study the issue carefully before opening the land or any portion of it to ORV use. Careful study should be made of soils, ground cover, water ways, and areas that are sensitive from the viewpoint of wildlife. The motorcycle comments of the Advisory Committee appear to ignore most of these issues (Goal 3 — Recreation, Objective 2 — Trails) (01-7-15).

ORV use creates dust and sediment, the break-up of top soils, destruction of grasses and other surface plants and results in gullies and ruts on road and trail surfaces. Of great concern are the impacts of ORVs on other TCF users, including hikers, campers, bicyclists, equestrians, anglers and bird watchers.

Recreation will be one of the primary uses of the TCF. Even the lawful use of ORVs impacts the land and other users due to the power, torque and noise inherent in these machines.

ORV travel should be restricted to avoid areas of wildlife concern, to avoid the crossing of streams, except where bridges currently exist, and to avoid impacting other recreational users. Cross country use of Off Road Vehicles should be prohibited. Pasture and grassy areas would be badly impacted by unrestricted cross country use of ORVs. This would also badly impact the wildlife and vegetation of those areas of open country. The plan should prohibit ORV use on TCF roads and trails that connect to national forest trails in the West Fork and Middle Fork of the Teanaway River, as ORV use in these areas will have very negative consequences on those sensitive areas.

The Committee should also consider the additional cost of maintenance to TCF roads and trails by the use of ORVs.

We will reserve comment on other areas of the Community Forest planning process such as timber management and recreational management. We thank both the members of the Advisory Committee and the staff of the Washington Department of Natural Resources and Department of Fish and Wildlife for all their work and efforts.

Very truly yours,



Lloyd P. Fetterly

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cc: Carrie McClausland

Deputy Communications Director

Washington State Department of Natural Resources

## **Washington Outdoor Alliance**

Access Fund • American Alpine Club • American Whitewater  
El Sendero Backcountry Ski and Snowshoe Club • Evergreen Mountain Bike Alliance  
• The Mountaineers • Washington Climbers Coalition  
Washington Trails Association

January 8, 2014

RE: Teanaway Community Forest Recreation Planning

Dear Teanaway Community Forest Advisory Committee, Washington Department of Natural Resources and Washington Department of Fish and Wildlife:

The Access Fund, American Alpine Club, American Whitewater, El Sendero, Evergreen Mountain Bike Alliance, The Mountaineers, Washington Climbers Coalition and Washington Trails Association - all human-powered recreation organizations in Washington State – come together as a coalition on issues relating to recreation, access and conservation. As the group *Washington Outdoor Alliance* we represent more than 34,000 members who undertake human-powered recreation on public lands here in Washington state. We respectfully submit comments regarding the creation of a management plan for the Teanaway Community Forest.

For many years the land of the Teanaway Community Forest offered year-round recreational opportunities that included snowshoeing, cross-country skiing, hiking, mountain biking, trail running, paddling, camping and backpacking. For that reason our organizations were pleased by the state's purchase of the Teanaway Community Forest, ensuring the long-term protection of the land, water, and low-impact recreation of this incredible area. During the summer, non-motorized recreation was and remains the primary legitimate recreational use of the greater Teanaway area. Additionally, there is the potential for significantly enhancing these non-motorized recreation opportunities while continuing to protect the watershed.

We feel strongly that preserving this land as a predominantly non-motorized forest during the summer will serve the recreational needs of the largest portion of the outdoor community. For most of our members the noise, fumes and direct trail impacts, such as trenching, from motorized recreation will significantly reduce the quality of the recreational experiences that they are seeking. Research shows that when significant motorized use is present, it tends to displace most other recreational uses.<sup>1</sup> There are few other locations in Kittitas County that offer such easily accessible and exclusively non-motorized trails.

We are pleased to see that the Jan 7th "Motorcycle Recreation Draft" has specifically included a directive to "address displacement concerns expressed by other user groups" and that this was carried to the Management component of the draft Recreation Criteria. However neither of these drafts give any consideration to the extent of recreation opportunities that already exist on the broader landscape

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<sup>1</sup> USGS *Environmental Effects of Off-Highway Vehicles on Bureau of Land Management Lands: A Literature Synthesis, Annotated Bibliographies, Extensive Bibliographies, and Internet Resources*. Section 2.7.3 Types, Sources, and Effects of OHV User Conflict.

outside of the Teanaway Community Forest. Rather than treating the Teanaway Community Forest as if the goal is to find ways of incorporating all recreation, it should be viewed first and foremost as an opportunity to balance the tremendous need for quiet, muscle-powered, recreation.

As representatives of recreational users, and many that face access challenges of their own at times, we do not take a position to restrict access to other users without careful deliberation. That deliberation includes the impact on our users, the relative number of users from each group affected, and an evaluation of other opportunities already available. In this case restriction is the appropriate position, and to support this we offer the following for your consideration:

1. There is a critical shortage of non-motorized trails around Cle Elum and Kittitas County. Within the 625 sq mi centered around Cle Elum (a square of 25 miles on each side, see attached map) there are only 17 miles open to mountain biking, 20 miles for equestrian, and 36 miles exclusively for hiking.
2. There is no similar shortage of trail open to motorized use around Cle Elum and Kittitas County. According to data compiled from the USFS trails list and geodatabase there are 271 miles of motorcycle trails within 625 sq mi centered at Cle Elum. Within 2500 sq mi (50 miles by 50 miles) this increases to 445 miles of motorcycle trail and additionally there are over 160 miles of roads, double track, and trails specifically designated for 4WD or ATV. Within this same 2500 sq mi there are only 47 miles of non-motorized trail open to mountain biking - despite mountain biking being one of the fastest growing trails activities in the state.
3. According to the 2013 Statewide Comprehensive Outdoor Recreation Plan<sup>2</sup>:
  - a. 51.0% of Washington residents participate in "Hiking - Trails"
  - b. 24.4% of Washington residents participate in "Bicycle Riding - Trails"
  - c. 2.7% of Washington residents participate in "Off-roading-Motorcycle - Trails"
  - d. 5.2% of Washington residents participate in "Off-roading - ATV/Dune Buggy - Trails"
4. Despite having 5 to 10 times greater participation rates, our non-motorized recreationists have only 1/5th to 1/10th as many miles of trails to use that are free of motorized vehicles.
5. When ranking the importance of activity by surveyed recreation providers, "designated motorized trails" ranked at the bottom -- #45. With zero providers ranking it as of "high" or "medium" importance. Meanwhile "un-surfaced trails" (i.e. dirt trails) ranked 3rd with 42 providers ranking it as "high" or "medium." (#1 was picnic areas, #2 was equipped playground/play areas).<sup>3</sup>
6. Many studies have been done that document the effects of ORV use on other recreationists, both direct and indirect. From one literature review:
  - a. Trails: "Compaction and erosion caused by off-road and all-terrain vehicles reduce the quality of recreational trails and require expanded management efforts to develop and maintain safe, usable trails."<sup>4</sup>
  - b. Recreation Impacts: "One of the most contentious impacts of ATVs is their conflict with non-motorized users including hikers and cross-country skiers. The noise and intrusion of the modern world into nature (particularly in distant or secluded areas) compromises the enjoyment of many user groups." And "the increasing numbers of visitors using

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<sup>2</sup> 2013 State Comprehensive Outdoor Recreation Plan, Full Report, WA Recreation and Conservation Office, p. 182 & 183

<sup>3</sup> *ibid*, p.

<sup>4</sup> *Environmental and Social Effects of ORVs: An Annotated Bibliography and Research Assessment*, Nov 2000, p.14, available online at <http://www.nature.nps.gov/sound/assets/docs/ohvbibliogVT00.pdf>



- motorized vehicles for recreation, though, creates significant environmental degradation and social conflict with other recreationists."<sup>5</sup>
- c. Wildlife Impacts: "Wildlife are negatively impacted by the presence and noise of ATVs, ORVs, and snowmobiles, although some mammals (deer, for example) may become, over time, habituated to these vehicles."<sup>6</sup>
7. Conflict between recreationists is often viewed through the framework of "goal interference attributed to others behavior"<sup>7</sup>. This conflict is more common between ORV users and human-powered recreationists.
- a. "Feelings of conflict often occur among quiet users when they hear motor vehicle noise, witness acts of great speed and/or reckless behavior, smell exhaust, and see visible environmental damage. This all leads to reduced opportunity and **displacement of non-motorized recreationists** from places they would normally frequent."<sup>8</sup> (emphasis added)
  - b. This "displacement effect" of non-motorized user is further evidenced "where trails are designated as multiple-use, heavy motorized use tends to cause other trail users to pursue opportunities at other locations in order to realize the desired experiences. There are **numerous examples of non-motorized recreationists being displaced or leaving an area altogether where motorized use is common.**"<sup>9</sup> (emphasis added)
  - c. Best Management Practices recommended to reduce conflict include:
    - i. Designate motor-free Quiet Use Zones in both backcountry and front-country settings that emphasize wildlife needs and relatively low-impact recreational activities.<sup>10</sup>
    - ii. Ensure that ORV use does not preclude meeting the demand for hiking, equestrian and other non-motorized recreational uses.<sup>11</sup>
    - iii. Do not locate ORV routes on trails, areas, or watersheds primarily used by hikers, horseback riders, mountain bikers, hunters, birdwatchers or other quiet recreationists and sportsmen, particularly those routes where unmanaged use has lead to motorized encroachment on non-motorized trails.<sup>12</sup>
    - iv. Match ORV use to the available management and enforcement capacity (funding and staffing). This will assure that resources exist to guarantee adequate legal enforcement along all routes.<sup>13</sup>
8. We can state from personal experience and the comments from our communities that the vast majority of motorcycle trails in the Cle Elum area, such as the Manastash and Taneum, are considered to provide not just a subpar recreation experience for our users, but are frequently avoided by human-powered recreationists. The reasons vary from not enjoying the interaction and sound pollution to the trails themselves being unusable by many mountain bikers because of erosion or trenching.

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<sup>5</sup> Ibid, p. 20

<sup>6</sup> Ibid, p. 16

<sup>7</sup> Jacob and Schreher, *Conflict In Outdoor Recreation: A Theoretical Perspective*, Journal of Leisure Sciences, Vol 12 (1980), No. 4, p. 368

<sup>8</sup> Switalski and Jones, *Off-road Vehicle Best Management Practices for Forestlands*, Journal of Conservation Planning, Vol 8 (2012), p. 20, available online at [http://www.journalconsplanning.org/2012/JCP\\_v8\\_2\\_Switalski.pdf](http://www.journalconsplanning.org/2012/JCP_v8_2_Switalski.pdf)

<sup>9</sup> Ibid, p 21

<sup>10</sup> Ibid, p.20

<sup>11</sup> Ibid, p. 20

<sup>12</sup> Ibid, p. 20

<sup>13</sup> Ibid, p. 20

9. Creating opportunities that will attract new non-motorized participants will maximize the economic benefit of recreation to the local communities and the county. Given the tremendous amount of OHV trail mileage in the area, the incremental benefit from providing additional OHV trails in the Teanaway Community Forest would be small. However the creation of a primarily non-motorized trail network would have much great potential. In fact, a well-designed and built, non-motorized trail system could become a destination-quality area for mountain biking on par with Bend, Oregon; Oakridge, Oregon; or Squamish, B.C. The financial impacts are significant: Oakridge receives \$1.2M of spending from only 2 weeks of mountain biking special events<sup>14</sup>, and Squamish received \$1.7M of spending from non-local mountain biking during a four-month study.<sup>15</sup>

The Teanaway Community Forest provides a unique opportunity for low-elevation, readily-accessible recreation. A well-designed trail network will provide healthy outdoor recreation opportunities, and economic benefits to the local communities and Kittitas County in general - as well as draw visitors from much of the Puget Sound to the nearest eastside destination for recreation.

Consistent with this background and the mandate for the Teanaway Community Forest we would like to make the following recommendations:

1. We ask for a predominantly non-motorized, summer-trail network with attention given to maximizing the spectrum of benefits to users through appropriate trail classifications. This could include trail restrictions where necessary to ensure minimum conflict and significant attention to creating beginner and family-friendly trail recreation. The details of recreation should be left to an agency-led Landscape Recreation Planning Process.
2. The extent of motorized recreation that should be allowed is a very significant management question that has implications for every other aspect of the Forest, from water quality to law enforcement to user conflict. We believe it is the obligation of this Advisory Committee to state a position on how much motorized recreation should be allowed rather than leaving this question to be answered by a Recreation Planning Process.
3. We support an evaluation of the existing USFS trails currently open to motorized use. If the impact of motorcycle use is found to be consistent with, or can be mitigated to be consistent with, the watershed and habitat goals of RCW 90.38.130 then we recommend working to allow continued motorcycle use on the Teanaway Community Forest only for the purpose of connecting to these trails.
4. We strongly recommend that no additional summer motorized access be allowed in order to provide the user experience that non-motorized users are in need of in this area.
5. If this Advisory Committee is not willing to take a position that recommends no expansion of summer motorized recreation then we ask that you direct any future Recreation Planning Process to specifically include an assessment of existing recreation opportunities (to include mileage, quality, and accessibility) on the broader landscape outside of the Teanaway Community Forest with the intent to address recreation with the highest unmet need first.

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<sup>14</sup> McNamee, Main, Hashimoto, *The Economic Effect of Mountain Bicycle Events in Oregon*, 2013, p. 4

<sup>15</sup> *Sea to Sky Mountain Biking Economic Impact Study*, WCMTBA, p. 14



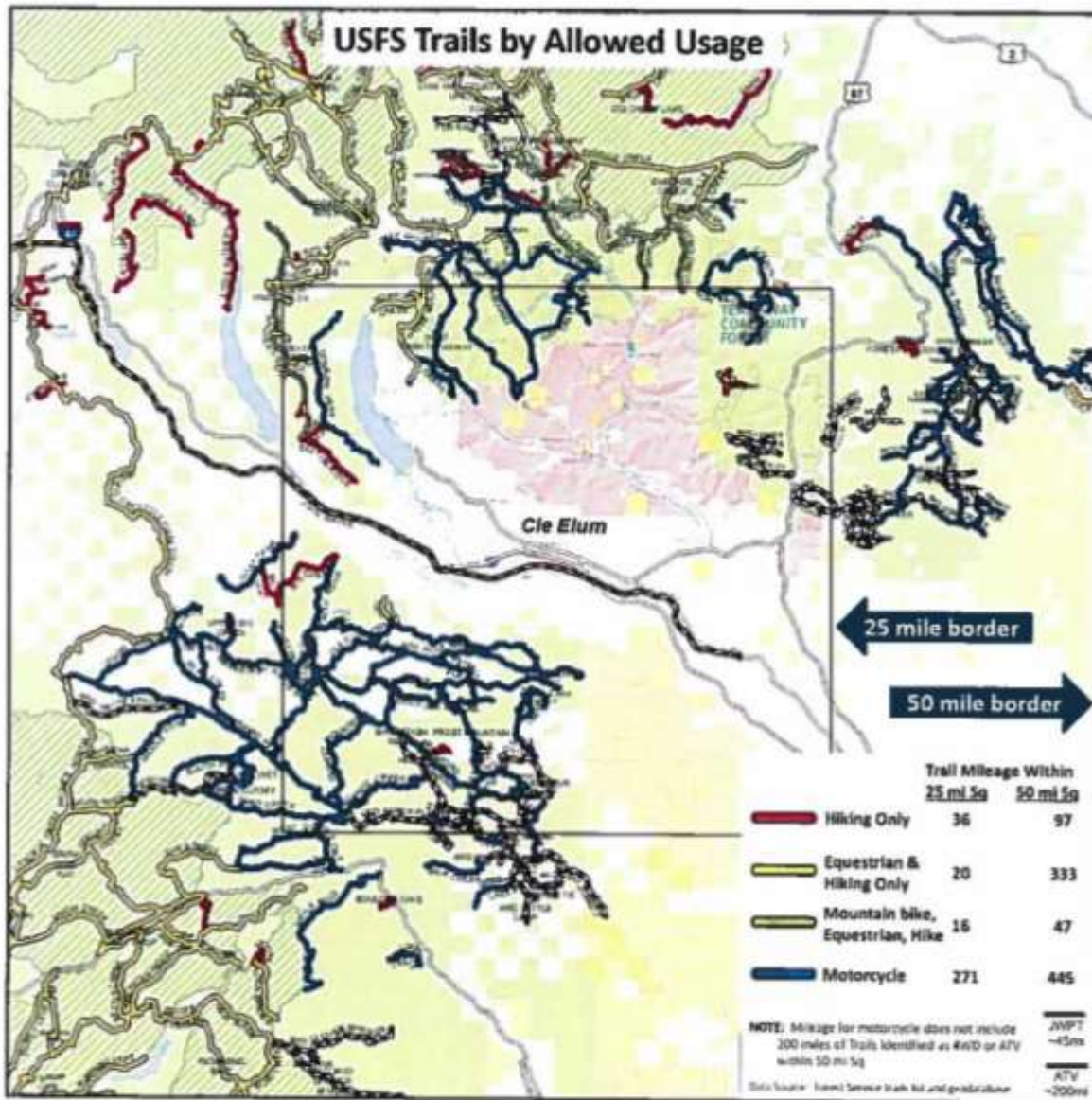
Thank you for the opportunity to give input on the future of the Teanaway Community Forest. For our membership of over 34,000, keeping the Teanaway Community Forest as predominantly non-motorized during the summer is incredibly important to provide a recreation opportunity that is otherwise in short supply. We urge the Teanaway Advisory Committee to carefully consider our input.

Best regards,

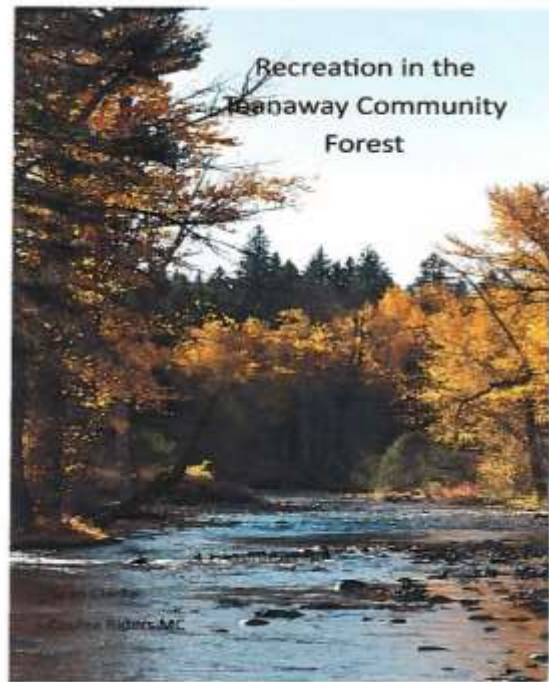
Andrea Imler, *Advocacy Director, Washington Trails Association*  
Eddie Espinosa, *Northwest Region Director, American Alpine Club*  
Glenn Glover, *Executive Director, Evergreen Mountain Bike Alliance*  
Gus Bekker, *President, El Sendero Backcountry Ski and Snowshoe Club*  
Joe Sambataro, *Northwest Regional Director, Access Fund*  
Katherine Hollis, *Conservation and Responsible Recreation Manager, The Mountaineers*  
Matt Perkins, *Washington Climbers Coalition*  
Thomas O'Keefe, *Pacific Northwest Stewardship Director, American Whitewater*

cc:

Tom Flynn, *Regional Director, Outdoor Alliance*



- Pamphlet provided by Sean Clarke



## My Goals

- Show similarities among users
- Establish a case for management
- Promote stewardship
- Allow all user groups opportunity to enjoy the Teanaway Public Forest



Please don't exclude OHV use in the Teanaway Community Forest. Good planning now can promote sustainable recreation and conservation of this beautiful community forest for all users for generations to come!

## Outdoor Recreation Economy in Washington

- 22.5 billion in consumer spending
- 7.1 Billion in wages and salaries
- 1.6 Billion in state and local tax revenues
- Over 1 million OHV users over the age of 16

### The Teanaway is a great location for recreation

- Central location destination for many from the west side
- Recreation is a cornerstone of the region
- Environmental conditions in this area are conducive to recreation of all kinds
- There is an increasing demand for OHV activities
- Decreasing opportunity for OHV activities
- There is a need to support the local economy

The Teanaway forests central location in the state makes it a popular destination for recreation of all kinds. Many of the people that live and travel to this region come here for the purpose of OHV recreation. The number of OHV users has increased over the years and there has been closure of some trails which put more pressure on existing trail systems. More trail mileage is needed to meet this demand. The local economy benefits when recreationalists buy equipment, food, gas, hotels etc. An OHV family spends a lot of money to participate in OHV recreation. An average family will spend \$50,000 on a truck to a \$30,000 toy hauler with 3 \$10,000 bikes. They will buy \$300 worth of fuel and food for their weekend activities.

### Provide the tools a project and get out of the way!



OHV volunteers are ready and willing to help create a quality sustainable Teanaway Community Forest. Witness the volunteer support already surrounding the USFS Cle Elum trail system.

### Benefits of Volunteerism

- Provide buy in and ownership into the land
- Create opportunities for stewardship
- Volunteers may bring special skills or materials
- Utilize nova funding

Volunteerism creates the opportunity to promote good trail ethics and ownership. A person that volunteers time to maintain trails is going to be the user that uses tread lightly principles. Volunteer work parties are a great way to spread the message. When you get a group of volunteers together you will find a wide variety of skills and abilities to accomplish tasks.



## How do you get volunteers?

- Round up the usual suspects
- Personal contact
- Make work fun
- Provide tools and equipment
- Provide recognition for efforts

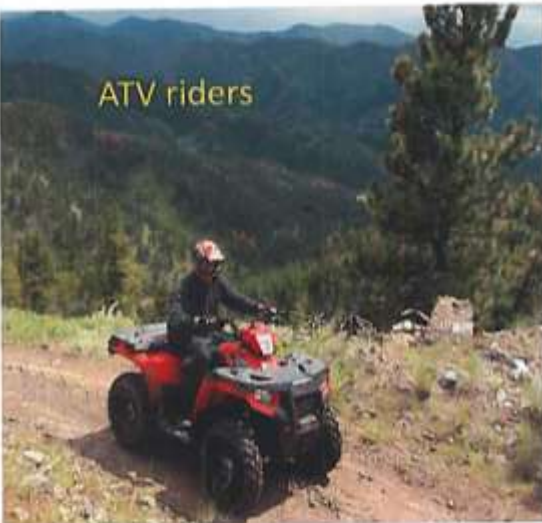


This may look like an ordinary group of dirt bike riders but they are all tireless volunteers that have spent many hundreds of hours maintaining trails for all users.

## Who are OHV recreationalists?



The American family is the OHV recreationalist. It is mom dad and the kids that want a place for affordable family fun.



## ATV riders

People choose different ways to travel on public lands. They utilize a variety of different types of trails. Many of these trails were originally built for mining, logging and other agricultural uses. These trails are an important part of the history of the area. OHV recreationalists enjoy visiting these types of sites.

## Volunteer Visitor Patrols



A visitor patrol can promote good stewardship. They also provide a positive image for the agency having jurisdiction.

## Volunteer Peer Training



I didn't always know the tread lightly principles. I had one of my peers take me aside and give me tips on how to ride easier on the trail. He showed me the importance these techniques are for keeping our trails open and in good shape. I am now passionate about this principle and spread this information with other users every chance I get.

## Trail Maintenance

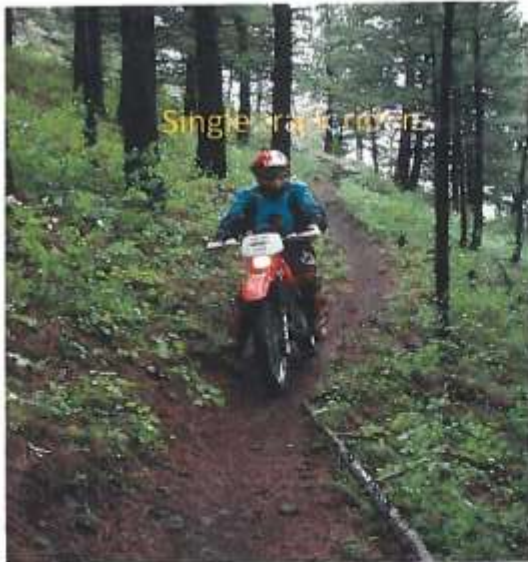
- Utilize volunteer user groups



The OHV community does an incredible job maintaining the trails we use. Motorized users tend to be the heavy hitters when it comes to accomplishing trail work. They carry chainsaws to clear the endless amounts of windfall. There are clubs that can get large groups together to fix trails. There are several groups that adopt area trails and do all the regular maintenance on them. The OHV community imposed OHV licensing fees on themselves over 30 years ago to provide money to maintain the trails they use. Local groups who are ready to step up to the plate in the Teanaway Community Forest include: The Sky Riders, Dust Dodgers, Coulee Riders, WOHVA and the Cle Elum Off Road Team. Many of these clubs currently have other areas they do an excellent job of maintaining. Volunteer stewardship is the key to success for sustainable recreation.



Horse back riders can utilize the same trails and roads as a hiker, biker, or atv rider. They are all going into the outdoors to see the same things. They are outside enjoying the beauty of the outdoors, get exercise and see historic sites.



Recreationalists have different types of trails they like to use. Some users like to ride narrow trails with lower speeds. Some like steeper trails with higher levels of difficulty. They too are in the forest for the same reasons and challenges as other users. While hikers may appreciate more a trail of a lake or view destination, OHV riders typically enjoy the journey along the trail itself, as much as the destination.

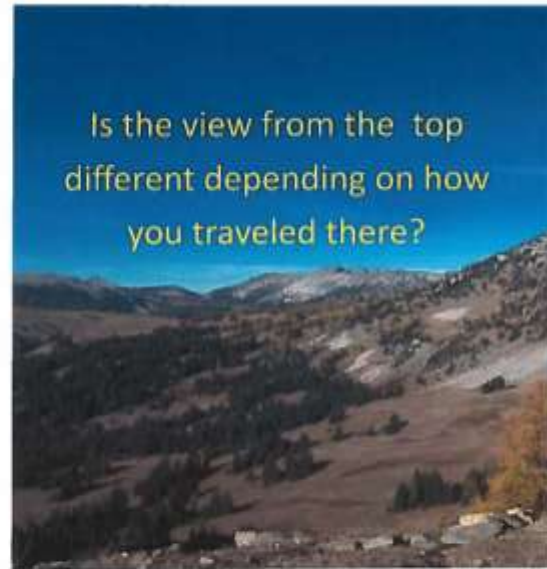


These are all OHV users volunteering to keep trails open for all users. They're not limiting the user groups on these trails they help maintain.





This is an example of hand maintenance being done by the Coulee Riders on Horse Head Pass in the Okanogan/ Wenatchee National Forest. They have adopted the trails here maintaining them for all users for over 30 years. They do a spring and fall work party for 2 to 3 days each year. Here they are smoothing the trail bed and making grade sags after blasting large boulders off the trail. Generally 10 to 30 volunteers show up from all over the state to assist. Coulee Riders do the log out and provide heavy and light maintenance, building bridges etc. In the Foggy Dew system. The trails here are popular for mountain biking, hiking, horseback and motorcycles.



OHV users are looking for the same experiences from nature as non-motorized user they just have a different mode of travel.



In the TCF meetings a lot of blame has been put on OHV use in the Teanaway. Some of the points were completely baseless and hearsay while other were from many years ago. One thing to remember though is that what is now the Teanaway Community Forest has never had a recreation management program. It has been logged and it has changed hands several times. Although the last owner put "No Trespassing" signs up, enforcement was infrequent or non-existent. All users have been using the Teanaway as an un-managed setting. There is an opportunity now to provide a managed setting in the Community forest that will provide public access for future generations and help the next generation develop a strong land ethic and culture of stewardship.

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### Active Management

- Volunteers
- Trail Maintenance
- Information & Education
- Management Presence
- Monitoring
- Enforcement



Can you tell from looking what type of user used this trail.  
This trail is a multi use trail. Horses, mountain bikes, hikers,  
and dirt bikes all use this trail.



### **When people come to public lands to have fun they will have fun!**

- The choice is, whether to have fun in a managed setting or unmanaged setting.

The need for public access has gone up while access has decreased. The DNR is not keeping up with demand which leads to a proliferation of user trails in unmanaged settings.

## Information & Education



Simple kiosks can help reduce conflict by providing education and stewardship to the user groups. A kiosk can be built relatively cheaply utilizing volunteer labor.



- All user enjoy the outdoors
- People come to public lands to have fun
- They will have fun
- They want affordable family fun
- They want loops
- Destinations
- Variety
- Access to facilities and campgrounds
- Learner loops

People want to and have the right to enjoy public lands. The Teanaway Community Forest provides an excellent environment to meet these needs for multiple user groups. There are opportunities to provide loops. There are destinations to go see. There are campgrounds in place. There is opportunity to build on trails that are currently in place and make an excellent well-managed destination for all types of recreation including OHV's.

## Cooperation and respect other users



There could be a bad apple in any user group. With education we can teach others to cooperate and respect each others on the trails.

## System and Route Planning

- Work with users to provide a trail system that works while achieving environmental goals
- Provide loops
- Destination trails
- Variety of difficulty
- Avoid fixation on existing trails
- Proved access to facilities and campgrounds
- Provide beginner loops
- Include support facilities



### A Successful Trail Design Must

- Satisfy the enthusiast
- Provide for protection for the environment
- Provide cost effective & efficient management
- Have clear concise and documented management objectives

User groups and land managers can work together making a trail system that works for multiple user groups while meeting water management and environmental goals.

### Engineering

- Happens on the ground
- Utilize existing trails and roads
- Use sustainable design
- Grade sags
- Low gradient
- Water management
- Erosion Control
- Volunteer source of Labor

Current trails, roads and forest areas can be evaluated to see if they are going to meet the environmental and user needs. Problems can be found and mitigated to reach environmental goals. User groups can identify places where trails can be added to meet their needs. Forest managers should work with the users to build trails so they provide for user satisfaction. Trail managers should make sure they are designed sustainable and meet environmental goals. This is a public forest and all users should have opportunity to utilize it. The users can also provide source of volunteer labor and grant funding. There are several OHV groups ready to step up to the plate.

### The 4 E's

- Engineering
- Education
- Enforcement
- Evaluation

There has never been any recreation management plan in what is now the Teanaway Community Forest. These principles can be used to create a management plan that works for all users.



This is an example of a dispersed trails system in the TCF. I would use the Teanaway Camp as a central location staging area. There is a need for beginner loops for younger or less experienced riders and should be created on a relatively flat ground closer to the camp area. Longer loops can go toward the west. There are several rock out croppings and other scenic points that OHV users would value. This loop would also connect to the National Forest trails. These loops would be longer creating more dispersed use. There is a lake that would be a good destination on the west side of the north trail. These longer trails would also connect to national forest trails again increasing dispersion. This leaves plenty of area for other user group to plan separate trails if they choose to. It also provides ample space for wildlife and their corridors. The trails can be built utilizing existing trails and roads where it is efficient to do so. Volunteer work and NOVA funds can be used to create new trail mileage. Narrow single track that is designed for lower speeds with keep speeds down increasing safety.



Dispersal is the key to success with motorized use. Motorized users have the ability to travel longer distances than other user groups (30-70 miles or more). Providing the opportunity to do this is better for the OHV users and other user groups.

### Applying Engineering

- Trail design and construction
- Structures for resource protection
- Signing
- Maintenance

### Education Tools

- Quality mapping
- Portal signs, kiosks, route signs
- Public contacts
- Interpretation
- Printed materials
- Websites



Are you providing a high level of user satisfaction?



Are the trail structures effective?



Are rehab efforts successful?



### Enforcement

- Increased compliance
- Increased agency visibility
- Reduced vandalism
- Increased sense of visitor security

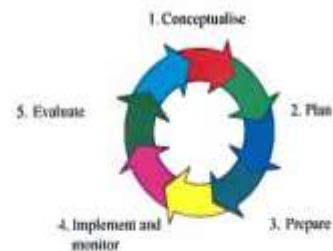
### Education results

- Set expectation
- Inform visitors of rules & regulations
- Improve compliance
- Improve quality experience
- Reduce conflicts

### Evaluation

- Program effectiveness
- Visitor satisfaction
- Resource protections

### Project Planning



We can evaluate the recreation program overtime... but first we need to have a program.



## **Teanaway Community Forest, public comments given to the online survey tool**

**12/10/14-1/7/2015**

**Total Comments - 103**

**Protect and enhance the water supply and protect the watershed – 0 comments**

**Conserve and restore vital habitat for fish, including steelhead, spring chinook, and bull trout, and wildlife, including deer, elk, large predators, and spotted owls – 1 comment**

01/18/2015 The biggest threat to the Teanaway river is warm water. This is caused by low water during hot weather. Deep pools are important to keep the water cooler and make sure the water gets soaked into the ground, raising the water table instead of rushing off to other places. The deep pools also settle out sediment. Removing logs and natural debris is not good for the river.

**Maintain working lands for forestry and domestic livestock grazing while protecting key watershed functions and aquatic habitat – 2 comments**

01/18/2015 is very damaging to the river. Without the tree cover to soften the rainfall, it runs off the dry parched land and washes sediment into the rivers. It causes flooding and the river to change course, which has happened often in recent years. When a river changes course, it washes thousands of tons of dirt down the river, clogging up the gravel downstream where fish eggs are laid. And it clogs irrigation pipes downstream. It also warms the river because now the river bed is wider and the deep holes have been filled in with sediment. Logging also sows the land with weeds. As every gardener knows, disturbed land will grow a big crop of weeds. It is impossible to stop it without heavy use of herbicides and sowing of non native grasses. The herbicides will end up in the river and affect the fish. It also ends up in the wildlife who drink the water. I have seen hundreds of acres of weeds come after logging in Teanaway. Tarweed grows in the roads, bull thistle, knapweed, goldenrod, scotch broom, and non native grasses are common in the logged over land in Teanaway. These weeds dry out in summer and create a fire danger. The native grass that grows under the pine trees stayed green all summer even during drought. It, coupled with the virgin pine was very fire resistant. After logging, the young trees start sprouting up in thickets. Some of these are growing just a foot apart. They will never be able to grow into adult trees, but they provide great fodder for spruce budworm and tinder for fire. Logging does not decrease the fire danger, with the dried slash left on the ground, dried weeds and grass, and small crowded trees, it greatly increases the danger.

01/18/2015 I hope you don't limit the number of cows allowed in the forest. It has been my observation that the cattle are good for the land. They eat down the brush and dried grass that create a fire danger. They also eat down the weeds that smother the new trees that are starting to grow after being logged. The river is mostly rocky banks and stream beds so very little sediment is stirred up by the cattle when they come to drink. They have been a natural part of the landscape here for a hundred years. They are important to the ecosystem.

**Maintain and where possible expand recreational opportunities consistent with watershed protection, for activities such as hiking, fishing, hunting, camping, birding and snowmobiling – 27 comments**

02/03/2015 Motorized vehicles deserve the right to export the land that we support

02/02/2015 Dear TCFAC members, We are writing to you regarding the Teanaway Community Forest, specifically the issue of motorized vehicles in the forest. We are landowners on the Teanaway River and frequent users of the forest. All motorized vehicles were prohibited by the previous owner, American Forest Resources, due to rampant disregard of the rules, disruption of the land and fire danger. In spite of this prohibition, motorcycle riders have continued to ride in the forest over the last year, disregarding the interim rules, creating trail damage, erosion from riding off trail, noise, pollution, trauma to wild life and dangerous encounters with other users. All this is quite evident to us as horse riders and also to hikers, birders, mountain bikers, neighboring property owners and the many others who enjoy the beauty and quiet of the Teanaway Forest. The major stated goal of the State for this Community Forest is related to water issues critical to the entire Yakima Basin—better water quality, better natural water storage, increased water flow. In that light, we find it totally incongruous that motorcycle use is even a consideration in the Teanaway. In addition, we have learned that there are already hundreds of miles of trails in the immediately surrounding areas open to motorcycles. We have worked diligently to advocate for keeping the Teanaway Community Forest non-motorized. We have talked with many members of the Advisory Committee, written comments, gone to the meetings and spoken at public comment opportunities about our experiences with motorcycles in the forest. We are contacting you directly, as we have been told that you are hearing from local motorcycle rider organizations as well as from lobbyists for national motorcycle groups and industry, mostly representing people who have never been anywhere near the Teanaway Community Forest. We have worked diligently to make our voices heard through the Advisory Committee, but want to directly request your help to maintain this lovely area as a refuge for water quality, fish, wildlife and non-motorized recreation. Sincerely, Sharon and Jack Jenson drsharonj@hotmail.com, jenson\_jack@msn.com

02/01/2015 I am responding to Goal 3, Recreation, Objective 2, Trails. I urge the committee to take the option of new motorcycle use off the table. Motorcycle use is simply not compatible with protection of the watershed. The issue of the three USFS trails is more complicated. Areas of the TCF have been used to access these trails, but the fact remains that this use has been illegal. Because of the negative impacts of motorcycles, I believe there should be no motorcycle trails in the TCF. The West Fork Teanaway River trail can be accessed from the Salmon la Sac side. Therefore I would urge you to cut off all access from the TCF side. A good portion of the Middle Fork trail from the trailhead at the Middle Fork Teanaway Road to the junction with the Way Creek trail goes through the TCF. This trail is close to the river with several river crossings. Motorcycle use on this trail would damage the watershed. Therefore it would be prudent to permanently close that section to motorcycles. The rest of the Middle Fork trail could still be accessed via Way Creek. With the addition of the previous sections of DNR land to the TCF, more than half of the trail to Yellow Hill is in the TFC. Therefore, in keeping with my contention that there should be no motorcycle use in the TCF, I believe Trail 1222 should be closed from Rd. 113 on the TCF end to Yellow Hill. That trail still could be access from the myriad of trails open to motorcycles northwest of Yellow Hill. Eva Tyler, Cle Elum

01/29/2015 I believe that it should be open to motorcycle hikers bikers horses

01/27/2015 Please protect the Teanaway Community Forest by restricting its use to passive non-consumptive activities.

01/27/2015 Keep access closed to everyone pro tem. Making exceptions for birders or other recreationists allows the "me too'ers" to piggy back. If access is to be gained for foot travel through private property it should be done much later.

01/26/2015 I am an avid birdwatcher, and for the past 20 years spend money and recreational time every spring, summer, fall and winter in the Cle Ellum area driving your roads and walking your trails to look at birds. I travel from the Seattle area with at least 3 other friends, and oftentimes 7-12 people. We stay in your local motels, eat in your local restaurants, fill our cars with your local gas. I am one of hundreds of birders who love to bird the Cle Ellum area. We consistently and regularly provide substantial visitor dollars to your local economy. In addition to, I've made an annual two-night, two-day trip the past 8 years to participate in the Cle Ellum Christmas Bird Count in mid December. Over 20 other birders also participate. I estimate we spend \$4500-\$5000 visiting your area for this event each year. For the most part, your forests are quiet, the machine sounds are few, we rarely come across ATVs or other noise makers and land damage makers. I hope you will give consideration to keeping your forests quiet and to a large extent roadless and inaccessible.

01/26/2015 Hi there, I go up to the community forest all the time and ride motorcycle a lot up there and hoping that the advisory committee does not take away the trails for motorcycles and instead makes them multi use trails like they are now. Hopefully the committee will put in more motorized trails to make loops and make those trails multipurpose trails too.

01/25/2015 This is a lovely bit of habitat for wildlife. While I understand the value of outdoor recreation for people, I hope that in the future management of this area, you will not allow motorized vehicles over the ENTIRE area, but leave it to birds and peds. Thanks.

01/25/2015 I am a birder and believe birding habitat needs to be kept free of the intrusions of dirt bikes, quads, jeeps and other noisy and destructive intrusions. Please consult with wildlife advocates before succumbing to pressure of dirt-crunching, "tear it up" yahoos.

01/25/2015 The Teanaway Community Forest should be left as natural as possible. Wildlife preservation should be a top priority. All terrain vehicles and snow mobiles should be greatly restricted, if not all together excluded from the management plan.

01/24/2015 I would like hiking opportunities in the Teanaway Forest. Please no dirt bikes and ORV's.

01/24/2015 I would like to see at least part of the managed as a wildlife refuge without ORV, dirt bike, snowmobile usage. Perhaps other parts could have recreational usage and hunting if that would make everyone happy. However in this case I would hope that there would be a study to determine which areas would be most appropriate for which usage.

01/24/2015 Please do not open this area to off-road vehicles.

01/24/2015 Please make some provisions for ORV activity in the new Community Forest. I'm getting too old to pack camping gear into the woods and an atv makes remote areas accessible.

01/19/2015 Looking beyond whatever rules are imposed for motorized travel I hope the committee understands that without enforcement the rules are meaningless. In as much as I would like to ride my quad up there in a responsible way I know all too well the end result would be detrimental to our beautiful valley. Respectfully , Gary Fletcher , Resident

01/18/2015 Please keep this forest non-motorized. The fire danger is so high, and motors will drive out the wonderful wildlife that inhabit this area. The fragile Teanaway would be destroyed by ORVs.

01/18/2015 I am concerned about the risk of fire in the Teanaway Community Forest. There is a continually strong wind that blows through the Kittitas Valley, the summers are very dry, the foliage is dried grass, brush and evergreen trees and many of these trees are damaged by the spruce bud worm. There is only one exit from the Teanaway Valley. If that exit was blocked by fire, many could become trapped there. So fire is a big concern. To minimize this danger, I would hope that camping only be allowed in designated campgrounds, campfires prohibited outside of official fire pits, and motor vehicles prohibited. My concern about the use of motorcycles in the Teanaway Community Forest is the risk of fire. The forest service trails go through rugged terrain and so off trail travel is not as tempting. The danger of fire is not as great here with the motorbikes. The Community Forest is more open pine forest and it is very easy to go off trail with a motorbike. It would only take one person doing this to set the woods on fire.

01/18/2015 Please don't allow motorized vehicles in the Teanaway community forest they have never been allowed there. Motorcycles cause ruts, mud and erosion

01/17/2015 We currently have endless opportunities to back country ski, trail run, hike and climb - and I am a fan of all these activities and partake in them frequently. As you know out moto opportunities are limited - please consider providing opportunities for moto users with this tax payer acquired land.

01/16/2015 Glad to see consideration is being given to new motorcycle trails. But I still disagree with this: The interim use rules currently in place in the TCF apply until recreation planning is complete. Why? I again repeat that motorcycles are typically given the same access rights as horseback riders, mountain bikers, and hikers. These groups have been given unlimited access to the unmarked trail system with the qualifier that they use the trails at their own risk. The same treatment should be given to motorcyclists considering we outnumber the other users and do almost all of the trail maintenance. I'll be up there in the spring again clearing trail of downed trees for everyone's enjoyment and I would like to be doing it legally. Please consider giving equal access rights to motorcyclists now rather than waiting for some undetermined amount of time (also contingent upon funding) for the recreation plan to be sorted out. This is very unfair considering all the circumstances. I have been thanked by many in the other user groups for clearing these trails for them each year. Thank you.

01/16/2015 My husbands family has been camping at the Teanaway campground for over 65 years. We love the natural beauty and enjoy the hiking, biking we can do in the area. And not running into motorized vehicles when we hike to the end of West Fork Teanaway Rd and head south to the small bridge and over Teanaway River and up to the logging roads up there. It is relaxing and enjoyable, we do run into mountain bikers and horseback riders and they are all polite and fun to talk to. I have heard that the ORV community wants into this area? I sure hope not, when we head up to Stafford creek and other areas there are a lot of ORV's up there and they do not really watch for hikers, bikers or horseback riders. How you would want to combine them with non motorized use is a huge worry to our whole clan. We

have gone to Joe Watt Canyon and Manastash and they have all the areas over there to do their off roading. Please do not ruin this gorgeous area with the stench of oil and gas fumes, at Manastash we have run into so many rutted roads littered with oil containers and yes even empty gas containers. I know you will say that mountain bikers and horseback riders also leave debris behind in their wake and some rutting, but not to the extent of ORV's. Yes there are groups of ORV's who pack out their waste, litter etc, but I have yet to see sign of that. And when it is fire season, you want to let them into a pristine area. You would be crazy to allow that, there are so many ORV'ers who do not follow rules at all. We have just missed being run over by dirt bikers and jeeps, we even had some horse back riders who were behind us (we were hiking) and there was a huge upset down the hill from us. That is not enjoyable or relaxing to mix with the ORV community. Please leave the area the way it is and keep them in the areas they are in now, please. We would be very willing to purchase yearly permits to camp and hike in that area. That income would help with upkeep for campgrounds and roads to those areas. Thank you for reading and I pray that you keep the Teanaway Community Forest the way it is has been in the past and the future.

01/15/2015 Please keep these trails open for motorized use as well as for the other user groups. Motorized users as a general rule do lots of trail maintenance and our very good stewards of the land that is yours as well as ours. In addition, motorized trail users are an important part of the economy for the state both private and government through licenses, fees, and taxes. Please don't eliminate this important and large user group from your forest plan.

01/13/2015 The teanaway community forest is now in a state of lockdown and lockout. Except for the explosion of horseback riders and horse poop all over. Why are the rest of us (off-roaders ) locked out. There are plenty of trails that have been used for decades in this forest. It's ridiculous to have a area so micro managed. Come up with a plan that takes in all users not just another place for horse to poop and me to walk thru it

01/12/2015 I have enjoyed this beautiful area as a responsible law abiding Motorcycle rider for many years. I wish to express my deep concern for any restrictions to motorcycle access that might be under consideration going forward. Having been an off road motorcycle enthusiast for over fifty years, its been my observation that if you don't give people legal regulated areas in which to ride they, they ride all over the place in an unregulated irresponsible manner. This is bad for the perception of the our motorcycle community and bad for the land on which they ride.

01/09/2015 Ensure motorized vehicle use is maintained on all current roads and trails as currently designated

01/08/2015 Hello, I would like to add my comments to the discussion of opening the Teanaway Community Forest to motorized off road vehicles (ORVs). Here are some facts: The TCF land has always been off limits to ORV use, excluding snow mobiles in winter. Historically, the area has been a recreational mecca for hunters, fisherman, hikers, mountain bikers, horseback riders, cross country skiers and snowmobilers in winter. The area is an established critical wildlife habitat, including an important elk calving ground. Over the almost 20 years that I have lived adjacent to the area that is now the Teanaway Community Forest, all of these activities have happily co-existed with no conflict of interest. This past summer, after the TCF was purchased by the State of Washington, there was a huge uptick in illegal use of the roads by dirt bikes and 4 wheelers. While hiking, I was run off of the trail by a group of dirt bike riders from Marysville, who claimed to not know the area was off limits. The roads and game trails are

now extremely rutted and destroyed by the use of these vehicles in the wet season. Every time I go out on the trails I am picking up trash that has been left behind by these riders. I know this because I am finding parts and pieces of their vehicles on the trail, along with the beer cans and other debris left behind. I cannot comprehend how the abundant and varied wildlife for which the area is renowned will co-exist with these vehicles disturbing their birthing grounds, causing noise pollution, and destroying their trails. My understanding of the mission of the TCF is to promote wildlife and fish, a working forest, and if possible, when not interfering with the first two items, promote recreational use. The historic recreational uses of the TCF fit in quite well with that mission and should be continued, however I do not see how allowing access by motorized ORV's will work, or be any kind of benefit. On the contrary, I see nothing but detrimental effects. Allowing motorized use and dispersed camping in the forest will also only increase fire danger due to sparks, gasoline, oil, and campfires. Trash accumulation and waste disposal will become a problem. There is already lots of public land which is open to ORV use. Land which is not critical wildlife habitat, nor so delicate that it is easily destroyed by the tires of these vehicles. It seems counter productive and against the mission of the TCF to even consider opening up this area. Thank you. Barbara Peters 13341 NF Teanaway Rd.