

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, 5/14/2015

- Lana Thomas Cruise – Columbia Recreation Planning Committee. DNR facilitators do a good job with the public in recreation planning processes.
- Laura Gricar – New, local Community Coordinator with The Nature Conservancy.

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

3/19/2015 – 5/13/2015

Total Comments – 29

Goal 1 - Protect and enhance the water supply and protect the watershed – 1 comments

03/19/2015	March 18, 2015 Dear Teanaway Community Forest Advisory Committee, I am writing to the advisory committee with comments on the March 5, 2015 draft of the Teanaway Community Forest Management Plan. My comments particularly address the nature of several of the performance measures and some suggestions for prioritizing activities. You have many good measures in the plan, most of which will be easy to track. However, many of the performance measures are counts of measures implemented; for instance, “number of sections of roads abandoned or realigned out of floodplains or wetlands” (p. 13). Setting such simplistic performance measures as simple counts of applied measures often unintentionally results in inefficient use of resources and has a high potential to delay implementation of high-impact measures. I suggest those performance measures could be changed from simply “number of measures applied,” to “number of high priority measures implemented” and then “number of moderate,” etc. Another way of improving those proposed performance measures would be to monitor and report the percentage of planned improvement miles (or kilometers, hundreds of feet, etc.) completed, rather than or in addition to the absolute number completed. Reporting by percentage completion would be less likely to lead to doing work on more miles than really are necessary in order to “up” the reported numbers. In both of the suggested scenarios, being able to report “90%” or “100%” would be a big achievement without doing low priority work in order to justify existence or funding. Nowhere do I see reference to risk in your discussion of project prioritization. I suggest that a prioritization scheme be specified that incorporates risk and an additional factor of “ease/cost of
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	<p>implementation.” In assessing risk to determine priority, it will be critical to remember that “Risk” is the cross product of “Likelihood of Occurrence” with “Consequences.” A very high likelihood event may have absolutely no important consequences. For instance, a road directly contributing sediment to a very small, hydrologically isolated wetland has a high likelihood of putting sediment into the wetland, but the ecological consequences are very limited. I posit that such a road segment would be a low risk segment. On the other hand, a lower-likelihood event may have an enormously important consequence. Such a situation would then receive a high risk rating. For example, a road segment that is hydrologically disconnected from the river but has a slightly undersized culvert and is near to one of the main reaches containing prime spawning gravels might have a moderate risk of failing or contributing surface sediment, but the consequences of a failure would be very high. Such a segment would then receive a high risk rating and a high priority. I have found it usually is most productive to assess and discuss likelihood of occurrence and consequences separately to avoid unnecessary confusion and conflict. Then put them together to assess the actual risk. This focuses and pinpoints the discussion and avoids people talking at cross-purposes because one is thinking about likelihood while others are thinking about consequences. Ease of implementing any measure is also a good additional factor to consider in prioritization. For instance, a lower risk measure may be very easy and inexpensive to implement, especially in conjunction with another project. Or the converse – a high risk project, like relocating the above road segment example, may be very difficult and expensive to implement and require a long lead-time. That would then factor into the prioritization scheme. I further suggest that you plan that measures be prioritized within each of your categories and then across categories when you develop an overall plan for the entire forest. There are always limited resources, especially for restoration types of efforts. It is vitally important that those limited resources are used for the greatest positive impact measures first. I urge you to reconsider your performance measures and further develop the approach to be taken in prioritizing implementation efforts. I thank the committee for your hard work on this plan and for considering input from the public. Please feel free to contact me if there are any questions related to my suggestions.</p> <p>Sincerely, Jenelle Black Forest Scientist and Roslyn Resident jblacksciencesvcs@yahoo.com</p>
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Goal 2 - Maintain working lands for forestry and domestic livestock grazing while protecting key watershed functions and aquatic habitat – 0 comments

Goal 3 - Maintain and where possible expand recreational opportunities consistent with watershed protection, for activities such as hiking, fishing, hunting, camping, birding and snowmobiling – 25 comments

04/30/2015	<p>Trail riding is my families main hobby. Not only does my family volunteer to clean and open trails but we are good stewards of what we have. It's heart breaking to loose more land. I'm very concerned about closures. Why are we loosing yet again more land. To often the question is asked with a side step answer. In no shape form or fashion is our</p>
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	ORV use destroying the forest. What is the bottom line. What will it take for us to be able to have this trail system open?
04/24/2015	I Would like to ask that you continue to allow orv use in the teanaway.our family and friends have camped and ridden there for decades and we would like to continue.please keep all the multiple use trails open as they have been for future generations to enjoy.thank you
04/22/2015	<p>My name is Jeff and I have been an avid motorcycle rider, hunter, fisher, hiker, skier, horseman and camper for as long as I can remember - all of these activities were normal weekend events growing up and still are in my adult life. Being born and raised in the state of Washington has afforded me a unique opportunity to experience a year round enjoyment of our states wild areas and mountains - in many ways, only someone from Washington could understand the dramatic landscapes and climates one can experience from one weekend to the next. As listed above, I am not only an avid motorcycle/dual sport rider - I own two horses, I hike, fish, and hunt - basically anything that will get me into the mountains and woods - I'll use it. I know most/many people are on either one side or the other: a) they are "horse people", or b) they are "motorcycle people" (of course there are hikers that I lump in with horse people). I come from all three sides - enjoying all three sports in the same areas, and often, the same trails. My primary passion is motorcycles. The freedom they offer, the distance you can travel and the challenge all rolled up into one is more than "addicting" to those who feed off such challenges. I would take my motorcycle privileges over any of my other sports/hobbies in a second, and this is why I'm so concerned with the Teanaway Community Forest and the current limbo things appear to be in. I have been on most of the Teanaway/Teanway/Table Top/Old Bluet/Naches trails, via several different methods, but mainly on my motorcycle. I can only speak for myself and to what I see on the trails, but I'm sure most have a similar opinion. Motorcyclist care for the land in many ways other groups cannot. It is not uncommon to run into members of a riding club maintaining trails, cutting back downed logs, clearing hazards - in a respectful and reasonable way - that benefit ALL forest users. Motorcycles rarely do damage to trail systems or surrounding areas, and most riders are vigilant on either cleaning the trails or fixing areas where some have decided to "make their own path". Most riders are dedicated to the sport, and many are like me, where, our motorcycles transcend a "hobby" and become a passion. Because I know my passion for motorcycles and mountains could become threatened with ill-advised trail behavior, I take great care to ensure I'm being respectful to the land and to other users on the trail. YouTube is full of videos showing riders giving passage to hikers or horses in the region, cleaning the trails, and being great stewards of the land. We love our sport and our passions the same as horses and hikers love theirs. For riders that are following regulations - noise is reduced, any possible damage to the land is reduced, and respectful trail conduct is common-place. in my experience, the motorcycle/ORV use isn't even the main culprit of degraded trails or land erosion - it mainly lies with the horses. This is evident throughout the region. Hike a heavily used horse trail, then hike a heavily used motorcycle trail. The land use impact will be quite obvious rather quickly. I am not implying that horses should be restricted or that any attention be turned to them. What I am saying is banning ORV use will not change the damage caused by several 1000+ lbs. animals walking down a trail. We are all tax payers and residents in this state, and we all deserve equal and fair access to our public lands. There will never be a perfect solution - 100% of hikers won't like motorcycles, the same as 100% of motorcycle riders won't like horses - you can flip this into all variations. But</p>

	<p>what I do know is if motorcycles are banned from free access to state lands, there, in turn, should be a drastic reduction in the taxes collected from OHV/ATV/ORV sales, licenses, and products. We spend several thousands of dollars a year on everything from tabs and licenses to hotel stays, gas, food, and many other services in many local communities around the region. Our family are also land owners in the Teanaway drainage and to have our access and rights stripped - with a direct relationship to the land would be a grave injustice enacted by the state. I strongly urge all officials or committee members to get to know the motorcycle community, what we stand for, and evaluate on an even scale our impact to the land - you would find that we are just as important to the local economy, land, and overall sustainability of the area as any other group - if not more. Thank you for taking the time to read this. Jeff Avid motorcycle rider, horse owner, hiker, hunter, and fisher in the Teanaway/Cle Elum region</p>
04/19/2015	<p>On behalf of my entire off-road enthusiast family going back 40+ years, it is important to have areas like the TCF stay open for motorized use. In a world of high tech everything taking over and creating bigger and bigger gaps in the nature to human connection, we need to keep in mind what activities that promote fun and responsible use of our community lands. As I'm now 35 years old and have a young family started, I can't wait to share the nature addiction that my father gave me. Besides camping and hiking, my other nature passion is riding off-road motorcycles. I started at 5 years old and know that it has taught me many personal qualities that I find our next generations are losing at an alarming rate. I would explain further to say that those qualities and skills are: being part of a team(much like sports), caring for the environment, determination, staying calm under pressure, troubleshooting, being responsible, being respectful, working hard to play hard, being conscious and curious of surroundings, and teaching mental strength to know ones self. It is hard to watch our ORV state collected funds be stolen by governing officials, used for other shortcomings in the budget, and losing the availability of our ever shrinking riding areas that were paid for. I ask that whom ever is reading this to know that the old stigma of motorcycle riders being dirty, reckless, careless hulagans polluting the environment be changed to nature advocates that are extremely careful and conscious about protecting their fragile riding areas. Thank you for reading my view.</p>
04/14/2015	<p>My family has enjoyed all types of recreation in the Teanaway for nearly 60 years. We spend as much time as possible Hiking, Snowshoeing in winter and yes I also have enjoyed motorcycling the very limited parts for as long as I can remember. I think Hiker only trails would be to everyones advantage. It would give this user group what they are typically looking for. Most people walking do not welcome other users. In my experiences when I have been hiking and encounter other hikers they generally don't like seeing others at all. I believe there is enough space for all user groups. As a motorcyclist I would suggest sound checks and maybe a permitting process. The sound check would be done once a year. You pass. You get a sticker. Who pays for the sound check ? The permit fee or maybe the DNR. There is already laws regarding sound ordinances lets enforce them. Speaking as a motorcyclist in the forest I would help police this aspect of the sport. <db=>ground. Thanks for your time.....Dave</p>
04/13/2015	<p>Hello, I am a long time user of the beautiful Teanaway River Valley mostly in the pursuit of elk and turkey during the archery hunting seasons. We also like to camp along the Teanaway River in the Spring and Summer. As a representative of the archery hunting community I would like to see the access remain the same in that hiking in to hunting areas is preferable to driving in as too much vehicle traffic would be detrimental to the habitat and require more road maintenance. I believe a young forest is a healthy forest</p>

	and 50,000 acres, if managed properly, would provide ample revenue to maintain the forest and the roads without the need of relying on the State Government to provide funds. The more Government funds provided means the more Government will be involved in the decisions regarding the forest. By utilizing proven forestry management practices based on science and not on emotions and politics is what would be best for the habitat and the future of the Teanaway Forest in my opinion. I wish I was located closer to attend your meetings and provide help anyway I can as I have a very special place in my heart for this little corner of the world and hope that I can spend the rest of my life walking on its ridges. Thanks for your time, Tom Arney
04/06/2015	I would like to see only limited motorized use in the TCF.
04/03/2015	Please keep the community forest available for all user groups to enjoy. We love snowmobiling in the area (when snow levels allow) during the winter and would like to enjoy motorized recreation in the summer as well.
04/01/2015	I was just told you may allow some motorized use in the TCF. I'm not sure how much or what kind but I think it's a great idea.
03/31/2015	Hi I would just like to add support for responsible motorcycle / single track usage in the TCF and point out that this has been a traditional and long-time use of this forest. I believe now that the forest is in the public domain, per RCWs, use should be provided for multiple types of recreation to meet all of the public's need, not just the most vocal and outspoken that may want to restrict access to other types of user groups (which as pointed out is against the law). The TCF has significant and well established single track for wheeled vehicles, both motorized and human powered, and as such should be available for continued and even expanded use. Reducing the available mileage of trails will only put more pressure and use on the trails, it is better to keep all of the historical single-track available. Thank you.
03/29/2015	Hello, please keep this forest free of motor bikes. It is the only place I can walk with my kids, and not be run over by motor bikes in my valley, except the Coal Trail and John Wayne Trail. Everyplace else is open to the bikes, and there are so many of them, it is dangerous to hike the trails. Thank you.
03/28/2015	We are horsemen, and see nearly every time we ride our horses in the forest, the damage caused by the 4-wheelers. We love and protect the forests, unlike those individuals who love to tear up meadows, destroy trails, and terrify our horses. For at least 30 years, for instance, we have ridden in the Beverly Dunes each winter and enjoyed the beautiful, high mounds of sand blown in centuries ago. Now those dunes are gone, with all of the vegetation also and the area is merely little rises of sand torn up again and again by the 4-wheelers. Surely there is some nice scab land out there that can be designated for these people to tear up to their hearts content and not destroy the rich habitat, floral and fauna of the forest. Thank you for letting me respond.
03/28/2015	. Beautiful day and we could hear the peepers and birds. Then two motor cycles came ripping into view from inside the TCF on the south side. They saw us and quickly went the other way, but we could hear them all afternoon. The signage is so clear as and their reaction to our cameras was as clear as well. The DNR and the Kittitas County Sheriff were notified.
03/28/2015	With reports, pictures and actual videos of Motorcycle Dirt bikes riding in the Teanaway Community Forest before any decisions are made just shows you that they will ride where ever they want and keep doing damage to the forest and roads. It shows us that

	<p>some ORV's do not care about the damage they do, or that they will not follow the rules. Please keep this in mind when you make your decision. Thank you.</p>
03/28/2015	<p>I've been up in TCF several days the last 2 weeks (mid-late March). We've seen motorbikes several times, and there is motorbike and quad damage all over. Mostly motorbike. They are not supposed to be there in the first place, and now they are there illegally, and completely trashing the trails. We saw lots of evidence of off-road, widening of single-track, and riding trails too wet to be ridden, so huge ruts. I would like for law enforcement to increase here. If they aren't stopped, this place is going to be ruined.</p>
03/26/2015	<p>This is really frustrating and I have brought it up several times now: The Community Forest lacks a maintained trail system, but hikers, horseback riders, and mountain bikers may use existing trails at their own risk. Why are motorcyclists being excluded? Most single track in the state is multiple use for these user groups INCLUDING MOTORCYCLISTS. What makes it even more aggravating is the trails are maintained.....by me and other motorcyclists who ride around each spring with chainsaws and clear downed trees. I can say in my 30 years of riding the Teanaway that I have never seen a hiker, mountain biker, or horseback rider packing a saw or doing any trail work. All this work is done for everyone's benefit by the group you are improperly excluding.....just plain wrong.....open it up please. Steve Watson 253-370-9964</p>
03/26/2015	<p>Hello, Thank you for your continued engagement with the public community regarding the future of TCF. I heard about the recent vote to allow some form of motorized use in TCF. Thank you! I am encouraged that ORV users are being heard. But I realize this isn't the end of the story, so I sincerely hope that the spirit of sharing the land will resonate with those who are very much opposed to ORV use. I have a cabin in Ronald, and I hope that my love of nature through hiking, camping, and riding dirt bikes will continue to be enjoyed by my children soon. My worst fear is losing all ORV access, including lands recently acquired by The Nature Conservancy--in this case, I really would be at a loss for the major reason my family enjoys our cabin. I am more than happy to provide volunteer hours as well as funds to support ORV use, as many of my fellow riders. Please let us know how we can contribute. Thank you, John Masin john.masin@icloud.com</p>
03/25/2015	<p>As a beat up middle aged guy. The only way I really get to see the great outdoors is by motorcycle, quad, or snowmobile. Shutting things down to those of us that don't or cannot hike is not any solution. Please keep those of us that are unable to walk or are in wheelchairs be able to enjoy outside too. In my opinion we do not tear up or destroy the planet and lots of us like to help keep things open to all not to just a few.</p>
03/25/2015	<p>I have had the pleasure of enjoying the Teanaway and Taneum forest area for hiking, camping and motorized dirt biking for years now and am concerned about the possibility of some trail or motorized dirt bike, quad and 4X4 use. This is not a good idea. These activities are supported by many responsible clubs and users who do help maintain these trail. The priority should be to keep those area that are currently established open and restrict only the creation of new motorized use trails on a case by case basis. A solution does not have to be a fearful fall back position of closure.</p>
03/25/2015	<p>Dear Sirs, I am writing to encourage you to restrict motorized vehicle use on the Teanaway Community Forest to street-legal vehicles operated by street-legal drivers on the few Teanaway roads which are currently open to motor vehicle traffic. A quick glance at a trail access map will show that except for the Teanaway, nearly every trail in Kittitas County is open to off-road vehicles (ORVs - dirt bikes, ATVs, etc.) of one kind or another,</p>

	<p>and in my experience it's difficult to get away from the roar of motors, the stench of exhaust, and the clouds of dust that the ORVs create on most public land in Oregon or Washington. I am an avid life-long big game hunter, and on many occasions I've personally observed elk and deer fleeing in terror at the sound of ORVs which are a mile or more away, at all times of the year. Scientific radio-collar studies have shown that big game animals avoid all habitat which lies within a quarter mile of any area which is subject to motorized use, and that they are deeply stressed by the sound of a motor in any area where legal hunting or illegal poaching occurs. In my experience, areas which are accessible to motorized vehicles almost invariably have much smaller game populations and very poor hunting. Unfortunately, it also seems that many ORV users are outlaws who delight in creating excessive noise, destroying the forest around them, disrupting the activities of others, and breaking every rule that they can. Here are just a few of my experiences:</p> <ul style="list-style-type: none"> - A few years ago, I took my family to a National Forest campground during a rainy Memorial Day weekend. Our attempt to enjoy a weekend outdoors was ruined by two groups of ATV and dirt-bike riders who roared around on their vehicles nearly twenty-four hours a day for three days straight, spinning donuts on every patch of vegetation they could find and churning everything into mud. Nearly everybody else fled by the end the first day. By the end of the weekend, hardly a blade of grass or a tree less than three inches thick was left standing anywhere on what had been a beautiful campground. - Ten years ago I spent a week trying to hunt elk in the Hell's Canyon Wilderness Area of NE Oregon. Despite the fact that this is designated wilderness which is completely off limits to all mechanical uses, there were ATV or dirt bike tracks on every trail, and I had at least one encounter with an outlaw rider every day. I started hunting in Hell's Canyon before the advent of ORVs, and saw literally hundreds of elk every day. During the entire week of this hunt, I encountered just two small herds and a few scattered individuals, and every animal was obviously under great stress. - A few weeks ago I hiked up First Creek from Highway 97 to the upper part of the drainage, and then returned along the ridge which forms its north side. Despite the big trail-head sign which states that this area is completely closed to all motorized use, despite the current Teanaway Community Forest motorized vehicle restrictions, and despite the fact that use of ORVs is limited to designated trails in the adjacent Wenatchee National Forest, I found recent dirt bike or ATV tracks nearly everywhere, including many areas which are not designated trails. While I was hiking, ORV users filled the entire drainage with the roar and stench of their vehicles for about an hour. Google Earth imagery reveals that motorized vehicles have torn up many, many areas which are not designated trails in this area. Dirt bikes or ATVs were the offending vehicles in the areas where I hiked. For these reasons, I hope you will restrict motorized vehicle use on the Teanaway Community Forest to the few roads which are currently open to them.
03/24/2015	The Teanaway Community Forest should remain open to all hunting as in the past.
03/24/2015	I am a resident in Elk Springs Gated Community. We have a gated road out of our development to the East that may cross a very short section of the Community forest. This is an important fire exit road for us. We have had several major fires in the past and have used this road. This needs to remain available for motorized vehicles.
03/24/2015	Donna Semasko, packgoat user - I just was reading the draft management plan and see: Goal 3: "To maintain and where possible expand recreational opportunities consistent with watershed protection, for activities such as hiking, fishing, hunting, horseback riding, camping, birding, and snowmobiling" - again, nothing about other packstock users - please include "other pack stock such as mules, llamas, and packgoats" to encompass all

	users of the new forest. If you look at information available you would see that llamas and packgoats are essentially a leave no trace packstock on trails - and to those "horse" folks - no, packgoats are not allowed to roam all day and eat what they want, and indeed, you would find that when there are packgoats on the trail, these are very few and not often. Thanks - Donna - please do feel free to contact me for more information about packgoats - have been packing with goats for 21 years, before that had packed with horses and llamas, and I put on packgoat seminars for the general public as well as forest service offices. dsemasko@comcast.net or 360-742-8310
03/23/2015	Thank you to the committee for all of your hard work, and long hours spent creating a working plan. I appreciate it. I appreciate your efforts keeping the TCF non-motorized, also. Too many dangerous run-ins with motorbikes in other parts of the local valley trails, and I'm happy to still have the lower Teanaway as a safe place I can take my family without them. (Excepting the ones that trespass, and ride the TCF illegally, roaring up onto us now and again. Had one at the very top of Cheese Rock last summer that blew past us, not caring that I had 2 young kids with me.) This is the only place besides the John Wayne Trail I can take my kids and have trails free of ORV.

Goal 4 - 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

03/25/2015	From page 10 of revised management plan: "Consider reintroducing beavers to encourage the natural impoundment of surface and ground water." There are already beavers in the Teanaway. But only in a tiny fraction of their pre-settlement numbers. Are we currently encouraging or discouraging their presence (i.e., are they currently being trapped/shot/removed)? Can more be done to reduce the impact of cows (and other grazers) on their food sources (young trees)? Excluding cows completely from certain areas, for example the lower west fork, while encouraging/reintroducing beavers, for at least a few years would be a useful experiment.
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Goal 5 Support a strong community partnership in which the Yakama Nation, residents, business owners, local governments, conservation groups and others provide advice about ongoing land management – 1 comment

04/07/2015	2 day notice for a public meeting? Now that's a good way to get the public involved.
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