

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, 2/12/2015

- Lana Thomas Cruse – would like to see that there is a possibility for an amendment for the 11 year plan in case there is some unknown incident that happens.
- Lloyd Fetterly – Great project. Going to legislature every year may look like dead weight. An idea of having a non-profit to help is important.
- John Dewitt – He is a fan of recreational use in the TCF but not if it is going to destroy the environment; would like to see a balance between environment and recreation even if that means limiting recreational access. Don't let the loudest voices and money overshadow the decision for balance.

Teanaway Community Forest – public comments given as letters, 2/3/2015 – 2/18/2015

February 11, 2015

Hi there - just received current update re Teanaway - I am wondering when, if at all, might the recreation information also include packstock (to included llamas and packgoats)? Also I am looking at the photos on the website and I see a bicyclist with his unleashed dog - please tell me there is going to be a rule for dogs on leads on trails?

February 23rd, 2015

I am hoping the committee will recommend no motorized access to the TCF with noise concerns being one of the factors important in protecting the wildlife. I think it [this article] is pertinent to the issue of motorized vehicles in the forest. Sharon Jenson

FEATURE

Even if prairie dogs don't move their homes away from human noise, the distraction may take a hidden toll.

Hush, humans

We're trying to survive here

Prey and predators have their issues with noisy humankind **By Susan Milius**

I keep looking over my shoulder at the dark wall of roadside trees that passing headlights make slightly less black. Muggers are less of a worry than some suburban samaritan materializing out of the winter gloom to ask if everything's OK with a reporter down on her hands and knees in front of a parked car, caressing the pavement.

Explanation would not be easy. This is not an obvious place to pull over. The shadowed shoulder of a roaring commuter parkway looks as if it might pothole itself in shock at the footstep of a strolling pedestrian. But it's a pilgrimage destination for the acoustically curious, and it's not a bad place to contemplate looking over one's shoulder.

This 3.5-kilometer stretch of Fairfax County Parkway near Herndon, Va., is one of only three places in the state's northern sprawl where a driver can try to discern the subtle effects of two unusually textured road surfacings called "quiet pavement," or sometimes less ambitiously, "quieter pavement." These experimental road surfaces suggest that worries about the effects of human-made, or anthropogenic, sounds have reached the point to compel action.

In reality, the Virginia legislature probably approved these roads more out of concern that noise harms the health and voting behavior of humans than out of concern for local wildlife. But

a surge of evidence is pushing the National Park Service, at least, to take steps to restore and preserve the natural soundscapes of the nation for all its residents (see Page 32).

The wildlife side of that burgeoning research has come a long way since studying anthropogenic noise meant exploring what Navy sonar might be doing to marine mammals or how city birds' songs differ from their country cousins'. Recent experiments have tackled the basic question of whether noise alone can cause ecological effects, separate from the lights or motion from whizzing cars. And researchers have expanded the study of human noise to consider its effects on what might be called the nonconversational ways that animals use sounds.

To people, "noise pollution" often brings to mind the vexations of words drowned out, of trying to have a soul-satisfying conversation in a clatteringly loud restaurant. Of course, wild creatures also need to convey the full nuances of their chirps, hums and howls. But creatures draw information from all sorts of other noises, many of them accidental, barely audible and of life-or-death importance.

Some examples related to food: Tiny tip-taps of beetle feet in the dark can mean a decent meal for a hungry bat. And the merest whisper of a cat's paw over a dry leaf can give a chipmunk one last chance to dodge. Milliseconds matter.

If road roar keeps a person from hearing foot-

G. SHANNON

steps in time to jump up from pavement-gazing, the main risk is embarrassment. But for the hunters and the hunted, the stakes are much higher.

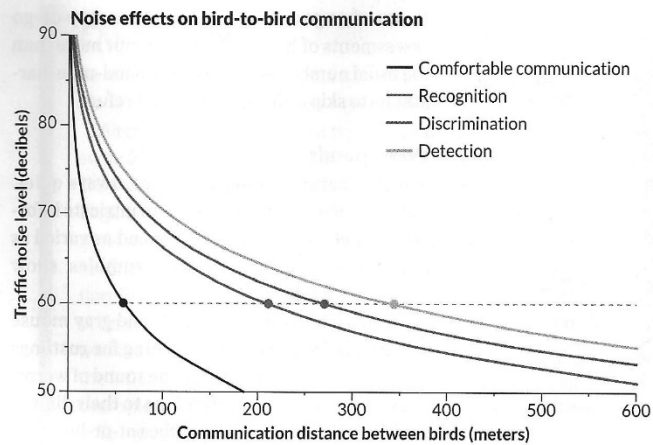
Phantom evidence

To explore a basic question about wildlife and noise, Jesse Barber and his colleagues built what they call the phantom road.

Earlier studies of noise effects often compared animals near roads or other clamorous human-made features with animals in rural landscapes. This approach left questions about how much of the difference came from noise instead of from artificial lights, exhaust fumes or other non-noisy aspects. Other research teams have turned to, of all things, gas wells to try to sort out the problem — by monitoring wildlife near wells equipped with thundering compressor motors versus otherwise similar wells without the noisy equipment. In Canada's boreal forest, songbirds didn't settle as densely near the monster motors, and in a New Mexico gas field, there weren't as many bird species at the loud sites. The impact rippled onward: Because the animals found in the neighborhood changed, plants' exchange of pollen and spread of seeds would change. Noise seemed to be the cause.

But for a direct test of sound effects, Barber, of Boise State University in Idaho, and his colleagues created a highway that was nothing but the noise. They broadcast recordings of cars from 15 pairs of speakers mounted in a row along a half-kilometer of ridge near Lucky Peak State Park in Idaho. "It sounded like a highway in the woods," Barber says. "But then you get up there and there's no road."

"Challenging" is his restrained word for the travails of the experiment. It took a month just to position the speakers and get the broadcast to sound realistic. And once the spectral road was running, lab members spent hours each day hik-



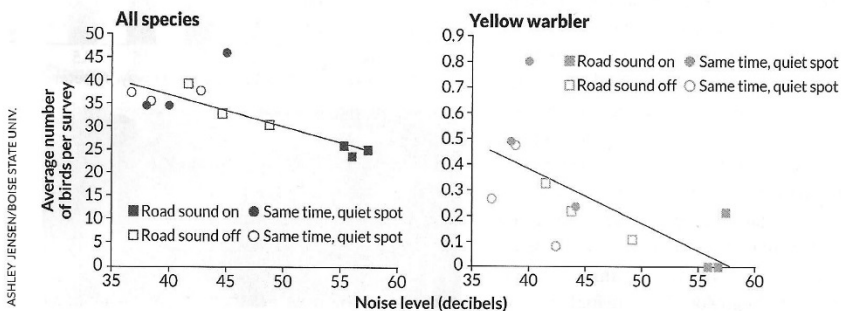
ing out and back to replace batteries and take data because, of course, there was no real road to the site. But the effort was worthwhile, as revealed in the team's 2013 report in the *Proceedings of the Royal Society B*.

The ghostly road ran beside a major rest stop for migratory birds. Just beyond the ridge, the great Douglas fir forest of central Idaho frays into clusters of bitter cherry and chokecherry, and then the landscape opens into what small migratory birds would have every right to call challenging. They must cross miles of low-growing steppe vegetation with little cover but plenty of bird-eating raptors. Typical migrants "stop at the edge for a few days and fatten up and get ready for this dangerous and exhausting nocturnal journey," Barber says.

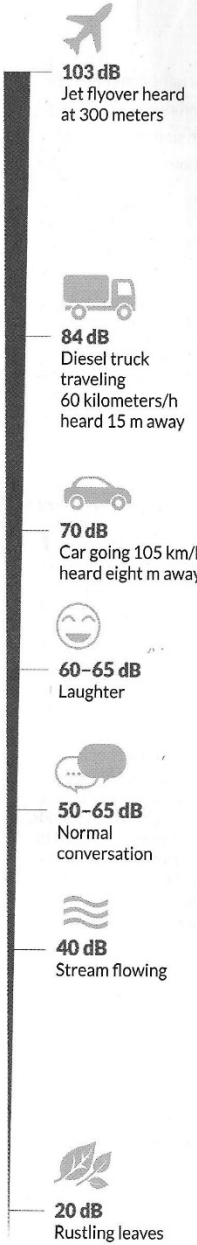
When the researchers turned on the speakers for four days of faux traffic, the numbers of birds stopping to rest dropped by more than a quarter on average. And during the alternating four-day stretches of silence, bird numbers bounced back. Noise matters, Barber and colleagues concluded.

Hear me now There is no single meaning for "too loud." Species vary in their ability to hear sounds against a background of noise. A typical bird can detect a sound (yellow line) coming from more than 300 meters away amidst a background racket of 60 decibels, roughly the intensity of human speech. For more delicate tasks like discriminating between sounds, however, birds need to be closer. As traffic noise increases, they need to be closer still. SOURCE: R.J. DOOLING ET AL/PROC. INST. ACOUSTICS 2009

Noise on, noise off When speakers piped traffic noise into an Idaho forest, fewer migrating birds stopped to rest than in nearby quiet areas or when the noise was off. Yellow warblers showed a strong distaste for the noise. SOURCE: C.J.W. MCCLURE ET AL/PROC. R. SOC. B 2013



www.sciencenews.com January 2013 23



Noise log The decibel scale describing sound intensity increases by powers of 10. So the scale's upper end is much louder than the lower end. The common A-weighted decibels (above) reflect human hearing. SOURCES: NIDCD; E.H. BERGER ET AL/NOISE NAVIGATOR SOUND LEVEL DATABASE 2013

It can change animals' most basic stay-or-go assessments of habitat. It can prompt more than the usual number of birds on thousand-mile marathons to skip a chance to rest and refuel.

Wild sounds

Not that natural soundscapes are always quiet. Nature makes and uses noise in an intricate information network rich in content and as varied as caterpillar clicks and elephant rumbles, snow hush and thunder.

To go back to food, barn owls and gray mouse lemurs can locate prey by listening for rustlings in fallen leaves or shrubbery. The sound of worming through soil can tip off robins to their dinner. And from the opposite side of the eat-or-be-eaten struggle, female túngara frogs shy away from recordings of seductive males if researchers add wingbeat sounds of a frog-eating bat. Recordings of footsteps of birds called pied currawongs shush the nestlings of one of their prey species, the white-browed scrub wren. And maybe it's not strictly an approaching predator, but the crackling noises of fire will send African reed frogs rushing away.

When Megan McKenna campaigns for human-kind to quiet down and let nature's soundscapes thrive, she gets pushback. "People say to me, 'But thunder and lightning are loud.'" Species evolved with their local noises, responds McKenna, an acoustic specialist in the National Park Service's Natural Sounds and Night Skies Division in Fort Collins, Colo.

What's worrisome about anthropogenic noise is its sudden arrival, evolutionarily speaking, and its confusing properties. Navy sonar, for instance, shares acoustic qualities with the calls of killer whales, as noted by Peter Tyack at Woods Hole Oceanographic Institution in Massachusetts. The accidental similarity may help explain why beaked whales, one of the killer whales' prey species, apparently stop feeding and hide at the sound of sonar signals or even flee so frantically that they sometimes die stranded in shallow water.

And vehicles rolling by the burrows of Stephens' kangaroo rats may tap into the animals' communication system. The small, largely solitary animals drum their feet to others in neighboring burrows and also, it seems, in response to the noise of passing cars. Playing recordings of the low-frequency vibes of traffic caused alert postures and drumming bouts similar to those that followed broadcasts of the low-frequency foot drummings, Debra Shier of the San Diego Zoo Institute for Conserva-

tion Research and her colleagues reported in 2012.

Mixing unfamiliar, artificial noises into the natural soundscape isn't just confusing the wildlife. These evolutionarily novel human noises may just drown out what animals need to hear. "Drowning out" and "hearing," however, can mean a variety of things depending on the species of the animal and its needs, cautions avian acoustics researcher Robert Dooling of the University of Maryland in College Park. For too loud, "there is no one number," he says. A person can identify sounds with about 50 percent accuracy despite a buzz of junk noise five decibels louder than the important tones. In one sense that's hearing, and it might do for noticing smartphone ring tones, but it's hardly enough for conversation.

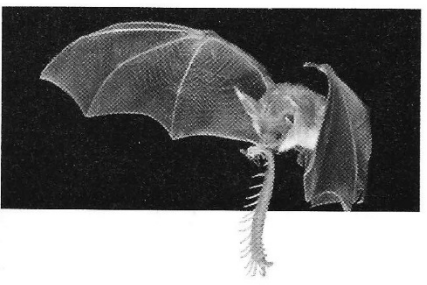
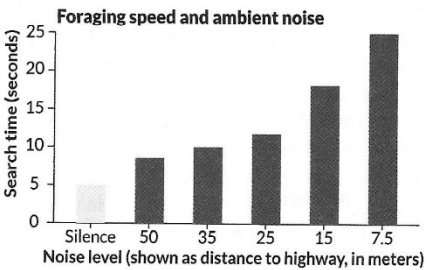
Will listen for food

And it may not be enough for hunting, at least for some predators.

Greater mouse-eared bats of Europe, like other gleaner species, listen for their supper. Gleaners pick up the faint rustles of beetles, spiders or centipedes moving along the ground at night and then swoop down for the attack. To mimic that kind of hunting in the lab, the late Björn Siemers of the Max Planck Institute for Ornithology in Seewiesen, Germany, and colleague Andrea Schaub filled a room with 64 little platforms, each with its own speaker. When a speaker broadcast the faint patter of beetle feet, bats needed only about five seconds

Can't hear the food Gleaners, such as the pallid bat below, use sounds to hunt prey at night. In a gleaner lab study, greater mouse-eared bats took longer to detect prey sounds during playback of close-up highway noise.

SOURCE: B.M. SIEMERS AND A. SCHAUB/PROC. R. SOC. B 2011



BOTTOM: J.R. BARBER ET AL/TRENDS IN ECOLOGY & EVOLUTION 2010

to dart to the right platform and pick up a meal-worm treat. During the same experiment against a backdrop of noise approximating a nearby highway 7.5 meters away, the bats took almost five times as long to find the right platform, the researchers reported in 2011.

Bats that catch their prey in the air hunt by ear in a different way. And some of them might also have trouble in human-loud spots, Boise State's Jessie Bunkley, Barber and colleagues suggest in the January *Global Ecology and Conservation*. These bats attack insects in midair, locating prey by pinging into the night and listening to the subtleties of the echoes. Bunkley took bat detectors, which record ultrasonic bat squeaks, to gas wells in New Mexico to eavesdrop on aerial sonar. Echolocation happens at frequencies higher than a lot of motor noise. Yet at the noisy wells with big compressor motors, she found 40 percent less activity among Mexican free-tailed bats (*Tadarida brasiliensis*).

It's not clear yet whether the noise bothered the free-tailed bats directly or just chased away many of the insects that bats eat. "Either way," says Barber, "it means less bat habitat."

Human noise doesn't always mean bad news for predators, though. Humming wind turbines in the seas have stirred debate on whether the noises of their construction and operation affect animals. Yet 11 harbor seals wearing tracking devices routinely foraged among drilling platforms and wind farms in the North Sea, Deborah Russell of the University of St. Andrews in Scotland and her colleagues reported last July in *Current Biology* (*SN Online*: 7/21/14). Three of the seals swam from turbine to turbine, presumably feasting on fish living around the brand new reefs that the utility infrastructure created.

By filtering out sensitive species and inviting tolerant ones, noise may be reshaping ecosystems. The resulting mix-and-match food webs and species combinations may not occur in the wild and may never have. "We're not studying noise," Barber says. "We're studying ecology."

Danger, danger

That filtering and jumbling effect, with noise-phobes and noise opportunists, appears among prey species, too.

Young European eels (*Anguilla anguilla*) didn't do so well in tests of vigilance when researchers played recordings of ships chugging through a harbor, Stephen Simpson of the University of Exeter in England and his colleagues report in

Quiet design

As the human-made world gets noisier, in some ways it's also — thanks to clever design — getting a bit quieter.

Aircraft design over the last three decades, for example, has taken some 20 decibels out of typical plane noise, says the 2010 report *Technology for a Quieter America* from the National Academy of Engineering. The roar comes not just from the engines but from the airflows, and several extreme initiatives have worked on concepts for drastic reductions. Through his Powering Imagination organization, Erik Lindbergh (grandson of Charles) is championing students at Embry-Riddle Aeronautical University in Daytona Beach, Fla., who are working on an all-electric airplane. He imagines it replacing the intrusive growls of tourism overflights with soft whirs soaring over splendid places like the Grand Canyon.

To reduce its workplace noise, NASA has initiated a "Buy Quiet" program. Improving the soundscape inside homes may be more difficult, cautions the engineering academy report. On the plus side, consumers are likely to attribute more overall quality to quieter versions of products such as appliances. Yet consumers aren't showing signs of paying a premium for that noise respite.

Sometimes a cost-effective measure for restoring some serenity can be simple. Visitors to California's Muir Woods National Monument made less racket on special quiet days and in designated quiet zones. All it took was a few posted signs. — Susan Milius

the February *Global Change Biology*. Vigilance is especially important for these youngsters as they leave their oceanic nursery and confront the strange new menaces of harbors, rivers and lakes.

In a laboratory enclosure with a clear window, youngsters sometimes saw a looming, scary fish shape as they swam by the window. Little eels serenaded by ship noise were only half as likely as eels in quiet water to startle and twitch when they spotted the scary fake fish in the window. Even eels that startled took an unusually long time to do so. And a simulated predator that pursued them, actually a researcher with a net, swept up young eels more than twice as quickly if the ship noise was humming.

The noise effects probably didn't come from ship engines drowning out approach cues, because there are no audible approach cues; the fish shape stayed on the opposite side of the glass. Instead, Simpson says, tests on the young eels suggested they were stressed, which can dull performance. Or maybe the noise just distracted them.

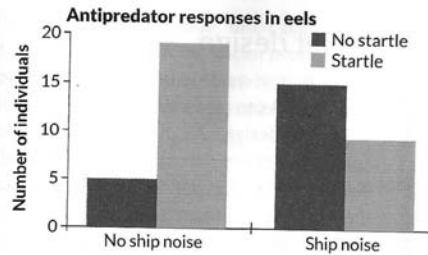
Prairie dogs, in contrast, do pretty well on vigilance despite traffic noise. But vigilance around human-made noise may become a burden in itself.

Black-tailed prairie dogs (*Cynomys ludovicianus*) in free-ranging colonies in Colorado grew much



Foolish young eels

European eels were less likely to react to a looming, scary fish model in the lab if researchers played ship noise in the tank. SOURCE: S.D. SIMPSON ET AL./GLOBAL CHANGE BIOLOGY 2015



more watchful when researchers broadcast recordings of highway noise. Such heightened awareness meant less time for other important activities, says Graeme Shannon of Liverpool University. He and his colleagues created a little bit of phantom highway by setting up speakers near prairie dog colonies and broadcasting bouts of traffic noise as if a highway were 100 meters from the colony center.

"It wasn't that they heard the noise and ran," he says. But with road noises in the air, over the course of watching the colony, the researchers found that the number of prairie dogs foraging—presumably an important thing to do—declined 18 percent during the traffic broadcasts. Social interactions and resting declined by half, Shannon and colleagues reported last August in *Animal Behaviour*. Even though he revisited the same colonies twice a week for three months and played some noise, he saw no sign that the animals were getting used to it.

It's tempting to assume that animals staying near a highway aren't bothered by it, Shannon says. Just knowing that animals stay, however, doesn't reveal what their persistence costs them.

Settling in a loud neighborhood can have measurable benefits for tolerant prey species just as it does for certain predators. Nests of black-chinned hummingbirds and house finches were far more common near the very loud gas wells in New Mexico than near wells without any roaring compressors. And—possibly not a coincidence—



Quieter pavement being tested in Northern Virginia is porous and looks like painted popcorn.

scrub jays weren't raiding many nests in the noise zones, Clinton Francis at California Polytechnic State University in San Luis Obispo and his colleagues reported in 2009. Whatever the downsides of all that racket, it brought some protection.

Where rubber meets the road

Noise "is about the most manageable pollutant we have," Exeter's Simpson says. And various projects are already under way to create a quieter world (see "Quiet design," Page 25).

Experiments with quieter pavement address what may seem counterintuitive to the driver. At speeds over about 35 miles an hour, the majority of highway noise typically comes not from engines but from tires hitting the road, says Kevin McGhee at the Virginia Center for Transportation Innovation and Research in Charlottesville.

To coax the rubber and the road to meet less noisily, engineers are making asphalt smoother with abundant pores. The dimples and holes are for noise to get lost in "like acoustic ceiling tile," McGhee says. But during mid-Atlantic winters, sand and deicers plus general grit clog the pores, and the road gets louder.

At experimental site 6, surfaced in 2012, on the Fairfax County Parkway, rush hour is tapering off. Four lanes of cars and light trucks whoosh, whoosh, whoosh by in irregular crowds, then leave the road darker and almost empty for maybe a minute before the next cluster rushes by.

I've stood by the side of regular pavement for several chilly, awkward minutes in preparation for appreciating the experimental stretch of rubberized asphalt mixed with coarse surface rock. It's the most promising of the pavements in the current test. But McGhee is right. After several winters, it's hard for the unaided ear to tell whether there's a real difference in noise or just some touristic wish fulfillment. It's still four-lane highway noise, just (maybe) muted a bit.

Down on my hands and knees at the quieter pavement, I can see and feel the difference from pavement just down the road. Here are pores galore, big, little and irregular. McGhee has described them as looking "like popcorn that has been painted black."

And in spite of the spookiness, no one walked up behind me. Or if somebody did, I didn't hear. ■

Explore more

- Jesse R. Barber et al. "The costs of chronic noise exposure for terrestrial organisms." *Trends in Ecology & Evolution*. March 2010.

FROM TOP: PHILIPPE GARGUIL/SCIENCE SOURCE; VIRGINIA DOT

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

2/3/2015 - 2/18/2015

Total Comments - 34

Goal 1 - Protect and enhance the water supply and protect the watershed – 0 comments

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 – 34 comments

02/18/2015 My family and I have spent many weekends in the Tanuem area camping along the river, riding dirt bikes to different view points, volunteering to keep trails clear and safe. This area has so many outdoor opportunities for the whole community that our friends and family are hoping that all of the different user groups are able to have the same access as we have in the past years. This area is possibly the most diverse riding area in state of Washington. We as orv enthusiasts have always and would continue to take care of this special place.

02/18/2015 Since the state is taking it's time drawing up and implementing a motorized recreation plan, I think all plated vehicles, including ORV's, should be allowed on existing logging roads. If cops, foresters, biologists, and cabin owners can drive back there, why can't the public? We own it and I demand equal access to it. Otherwise, obey the no motorized rules and patrol, study, and access by foot. Only fair.

02/18/2015 Quick fact. There are zero miles of public trails closed to hikers in all of Washington state. There are zero miles of trails open to orv's in King county. Pierce and Snohomish counties have just several miles of trails open to ORV's. ORV users have to purchase licensing tabs every year. Hikers, Mtn. bikers, horseback riders, and everyone else do not. The ORV community is the most marginalized, discriminated against user group in this state. We have to travel several hours from a metro area just to legally use our vehicles and now you want to take that from us as well. Show some tolerance to people different than you.

- 02/17/2015 I and my family have enjoyed motorcycle riding for years. Please keep the trails open for use. Thanks
- 02/17/2015 hoping to keep ORV/dirt bike trails open in the area and new trails added
- 02/17/2015 My wife and four kids are all long time dirt bike riders. We've ridden in the Teanaway trail system for over 25yrs and want to ensure it stays open for trail use. Thank you.
- 02/17/2015 Please allow motorized use. This area has been a staple in our family's yearly recreation and traditions. We always make sure to leave the area cleaner than it was before we arrived and make sure to tread lightly.
- 02/17/2015 I would like to thank everyone in the committee for their continued efforts on creating a management plan for the Teanaway Community Forest. I am very excited that motorized recreational use is being considered and just want to encourage you to continue making a plan that with allow ALL user groups access to this beautiful area.
- 02/17/2015 Keep our forest open to off road it brings money to local business and families get to enjoy it together
- 02/17/2015 I would like to ask if you keep the trails open. I've been riding on them for years, it's a place where I can escape and get away. Before closing them think about passing some kinda background check maybe or something long lines of that. Please don't close down the trails.
- 02/17/2015 I believe the Teanaway Community forest should provide opportunities for all forms of recreation. This includes motorized and non-motorized recreation. The opportunities should be designed for the user base and built to attract recreationalists from outlying areas into the area to promote local businesses. The forest should also be managed as a resource and not squandered like other public agency lands. There is enough of a landbase to warrant a healthy sustainable harvest level. All forms of modern silviculture should be used, including even-aged harvests when warranted. Motorized recreation, non-motorized recreation, and sustainable forest practices can all live together in the Teanaway Community Forest.
- 02/17/2015 This is truly the favorite ride of my summer. Nothing is better than riding my CRF450 motorcycle with my friends on the trails I grew up riding as a kid.
- 02/17/2015 As a long time forest user and recreational off road motorcycle user in the Teanaway area, I would like to raise my support for continued access. I am a property owner in Ronald and losing access to this treasure would be devastating to my family and our choice of recreation.

- 02/17/2015 The Teanaway has a long history of motorized recreation including on-road, off road, atv, motorcycle, 4 wheel drive and also a long history of equestrian access. State stewardship of this area should preserve those uses, not cut them off because of a change in ownership. There are increasing acres of Wilderness area that prevents off-road motorized recreation, there is no need to additionally restrict the Teanaway Community Forest. This is a community forest and should follow that recreational access is available for all user groups. Also, I believe state lands legally must provide access for all recreational user groups so to deny this use will just end up in costly litigation. - Thanks
- 02/17/2015 Please keep trails open. This is important for families getting kids away from video games and appreciating the outdoors.
- 02/17/2015 To whom it may concern: I lived in Colorado for years but grew up in WA and ive seen first hand the positive sides to opening areas up that allow motorized use. If areas are maintained and cared forit decreasing stress on surrounding areas and keeps the users within the approved areas. Making everyone happy. Thank you for your time
- 02/17/2015 Hi, I would like to make a few comments regarding access to the Teanaway Community Forest and it's environs. I've been an avid recreationalist in this area for many years, and would like to make it abundantly clear that I'd like all types of outdoor enthusiasts to maintain access. Although I am first a hiker and secondly a bicyclist, I've had nothing but positive interactions with the ORV population, who I am aware are always the first group threatened by restrictions and closures. I've been impressed by trail maintenance work that volunteer ORV groups have undertaken, and have always found my interactions on trails with them pleasant and mutually understanding. Mutual respect is absolutely necessary for our communities to thrive, especially in the context of Washington state's highly prized outdoor recreation areas. Please ensure that all community members - whether hikers, berry pickers, dirt bike riders, or other - have appropriate access to our beautiful trail systems.
- 02/17/2015 Manage for multi use, allow for a more balanced motorized use of the forest.
- 02/17/2015 Even though I am a mountain biker, I think that all users should be allowed access to the Forest. Granted they can be noisy but they pay taxes too. Plus there is room for all of us. It may be a little more work to administer but worth the effort in the long run. Both in tourist dollars and in good will.
- 02/17/2015 Please preserve and/or create motorized recreation opportunities as they are dwindling at an alarming rate.
- 02/17/2015 For the second time we have been shot at on public land in Kittitas County with no response made by the Kittitas County Sherriff's Office after reporting the offenses.

Apparently it is OK to shoot at people who are using public lands riding horses or walking dogs as long as you are 1. No poaching (there is no season on humans) 2. Attempting to scare or intimidate but not actually harm the individuals you are shooting at. 3. Just too stupid to realize you may cause harm by scaring the horses the people are riding. Shame on you Kittitas County Sherriff's Office!! The second time was just this last weekend on TCF land that surrounds private land at 10131 Teanaway Road. When Dept of Fish and Wildlife was called about the incident they refused to respond because it did not involve poaching. The Kittitas County Sherriff who returned our call was not even aware of any public land in the area and refused to respond. Who will be responsible for enforcing order in the TCF???

02/17/2015 Please allow for responsible motorized access in TCF.

02/17/2015 Please provide opportunities for ORV use in the Teanaway Community Forest.

02/17/2015 I am cautiously grateful for the committees wise decision to allow motorized recreation in the TCF. This is a working forest where commercial timber harvest and vehicle use will continue to occur. Seems absurd to log an area with motorized vehicles but not allow the tax payers the same access to the land. Honestly, what is more offensive, a clear cut or the sound of my atv. What causes more damage, an excavator and log truck or a 220lb dirtbike. Those who think this is some pristine forest have obviously never been in the TCF. It is a logged out, beat up forest. Why do you think the state got it so cheap. There are zero, I repeat, zero miles of trails in this state closed to hikers. Motorized users, on the other hand, have to travel several hours from Seattle just to use a legal trail that their tax dollars and orv tags pay for. This state already has the highest percentage of land set aside free of motorized use (wilderness areas) than any other state in the lower 48. The citizens need additional motorized recreation access and working forests are the perfect place for us. Otherwise, have the legislature vote it wilderness, and stop logging it and selling the water rights to wealthy farmers and developers. At least then you won't be hypocrites.

02/13/2015 I have been recreating in the Teanaway for many years. I have witnessed in the last decade a strong movement to stop all motorize access to this area. Historically Snow mobiles, motorcycles and vehicles (trucks, log trucks) have used this area as well as non motorized. Please don't marginalize one group to favor another. Horses, the trucks and trailers that bring them in along with there weedy hay do a significant amount of damage as well but no one is trying to stop there access. I believe the area should be used for all types of recreation, and managed in a manner that reflects all the publics needs not just a few groups.

02/12/2015 how about limited motor use.loop from 29 pines to camp lake n back to north fork road n no NEW passes to use area rec pass should be good

02/12/2015 At one of your meetings I attended you were considering motorcycle riding in the Teanaway. I spoke with several of your members and I feel compelled to write your committee also and give you my opinion on why I feel that motorcycle use should be banned from the Teanaway. I would like to start by giving you my background on my knowledge of the woods of the Teanaway and then explain why I feel they should be banned from the Teanaway area. I started coming to the Teanaway in the mid 70's to motorcycle ride. I was coming here literally every week end to camp out and ride. I fell in love with this valley and in the late 1980's bought a house here. I now live here most of the year. I own two motorcycles and an ATV. When off road riding was banned I motorcycled the roads and I have ridden my horse over every part of this beautiful valley. It was only after I started riding my horse through these woods that I discovered how beautiful and fragile it is. In years past I would sponsor a week end of riding horses in the Teanaway with up to 20+ horses at my place. I know the vast wildlife and beauty that this land has. I am deeply concerned about what will happen to this land if the motorcycle riding area is expanded. I have watched over the years since there is no more patrolling the area like the timber company once did and watched how motorcyclists have affected this valley. I see how riders ignore going on the trails they are suppose to ride on and instead ride cross country through the woods they are banned from and through the land of those who live here. They keep tearing down fences put up to keep them from riding on private property and areas where they are not suppose to ride and do whatever they please. They speed down the trails and through housing areas ignoring speed limits. I have personally almost been run over by speeding riders. They tear through creeks and spring thaw destroying the land. I don't feel the trails that are allowed for riders to use should be continued for use either since they really aren't that great for riding on and encourage riders to go cross country instead. Another issue is fire danger of those who ignore the rules and ride through dry areas in the summer and greatly increase the chance for starting a fire leaving many people homeless. This area is a ticking time bomb for a devastating fire. When the timber company stopped the patrol of the woods, motorcycle activity increased almost immediately and it became a rule-less land. This valley is magnificently filled with so many varieties of wildlife. I have seen every kind of wild life there is in the backwoods on my horse and they should be protected. Near my house is a mother bear who continually is seen with her cub or now with twins. We need to protect their habitat. I definitely believe without a doubt that they should be banned from the middle fork trail because they continually have to cross the river. I was shocked the first time I motorcycled that trail. I couldn't believe that it was legal to go pouncing through the river like that. I could not with good conscious ever ride that trail again on my motorcycle because I feel it is destroying the river. I believe that motorcyclists should have trails to ride and enjoy but this area is just is too fragile to support motorcycle activity. There are areas open to riding already that I can go to and this area just isn't the right place for that. Sure it would be quite convenient for me to say open it all up but after experiencing the real

backcountry of the area I just can't say open it up. I feel the horseback activity should be allowed to continue. The riders I've experienced are aware of minding the rules of the land. There are hundreds of deer trails and we use these trails and stay off going cross country. The deer actually are curious of the horses and are usually not spooked by them. I would like to comment on one more thing. I believe the cows that are here in the summer provide a valuable service by eating the vegetation. We put out a campfire left unattended not too far from where the cows tend to be and I am convinced that if they had not been around to eat the vegetation a raging fire could of started before we got there but thanks to their grazing we got there in time to put out a small fire that had started outside the pit. Only those of us who live and enjoy these woods know what they are like. If you haven't experienced this beautiful land I don't see how you can really say how they should be used. I believe you should listen to us to decide on its future. As I always tell people, other areas used to have a beautiful valley like this, other areas wished they had a valley like this but we still have a beautiful valley. Let's not follow the others and lose it forever.

02/12/2015 Please do not expand the allowed motorized usage without an in depth study of the impacts. Make sure that there is strict enforcement of the rules whatever they end up. The rules mean nothing if people know they will not be enforced.

02/11/2015 I invite all Committee members who think expanding TCF access to the ORV community to visit areas that currently have orvs on the trails. If you have NOT visited the Little Naches area (from Crow Creek Campground, north to the pass. This area is accessed off highway 410), I recommend you do so, in the summer. It is a good example of what happens when you open up an area to the ORV community. The area is now almost exclusively ORV, because the rest of the user groups 1) feel unsafe on the trails with these fast-moving vehicles); 2) noise pollution; and 3) the trails have been destroyed by the vehicles. Dirt bikes & quads cause the fine sediments to disperse (dust plumes), and leave only rock in their wake. Mud doesn't bother this user group, either, so no matter the condition of the trail, they will tackle it, resulting in huge ruts and unhikeable areas. I understand Highway 410 issues are not of concern to the committee; I am using it as an example of what will happen to the TCF if it is opened up to increased ORV use. The ORV community already has huge tracts of land open to them, from Manastash to Robinson, all the way up to Taneum and up to Peoh Point. On the other side of the valley, they have the forests up above Ellensburg. To the west of the Teanaway, they have access to almost all trails outside wilderness boundaries, from Lake Cle Elum to Kachess. Please do not give them this little piece of restricted forest, also.

02/10/2015 I have a home along the Middle Fork Teanaway and hike, bicycle, ski and snow shoe in the area most weekends. In a few years I will likely retire there. I have seen a lot of wildlife on my wanderings in the Teanaway. Recently, I observed at least 8-9 deer while walking in the West Fork area. I think that motorized vehicles must be disturbing to these animals as well as the peace I seek there. I'm in favor of limiting

the use of motorized vehicles to no more area than they already have legal access to. I have observed torn up trails and have often seen motorcycles and ATV's in areas that are clearly marked closed to them. There are hundreds of miles of roads they already have access to in the forest.

02/10/2015 I would ask that the new TCF not allow motorcycle or ATV traffic on the trails. The reason being that there is already a huge amount of mileage in the Wenatchee National Forest part of Teanaway that is open to them. I do appreciate motorcycles, I have a license endorsement and have no problem with the trails that they are on but it does impact the quality of life of non-motorized travelers. Thanks for considering my request!

02/10/2015 I am a Kittitas County resident, and have used the area that is currently the TCF for years. I use it for a number of recreational purposes, year-round. Local residents (ie people who live here in Kittitas County) appreciate the access they have enjoyed in this area, back when it was owned by the logging company, and now. I, and many like me, however, do not appreciate recent attempts by the jeep, quad, and motorcycle contingent to be allowed more access to the area. They already overrun all of the Manastash, Taneum, and Peoh Point areas of National Forest. They also use certain legal-access areas around Lake Cle Elum heavily. We go to the area that is currently the TCF to ESCAPE the noise and danger (I've almost been run over by motorcycles blindly whipping around curves in Taneum many a time) we experience elsewhere on trails where multi-user includes ORV. Please do not do this to us here in the TCF, too. They already have access to Yellow Hill and Middle Fork, and can make a continuous run to Blewett by coming down the Yellow Hill Trail (or Middle Fork), and then taking North Fork trail up to FS Rd 9703, where they have a plethora of motorbike-legal trails that go all over up top there, and down to Blewett.

02/06/2015 I am so tired of reading about how horrible and disrespectful off-road motorists are. The battle between the tree hugging granola bar bird watchers and the rest of us has been going on forever. They want the forest all to them selves, how is that a community forest? I'm locally born and raised in the valley and have spent much of my time in the Teanaway, one thing I was looking forward to with the community forest was more motor vehicle access, as it is right now you are not allowed to travel any roads in the Teanaway. Not everyone is out there looking to destroy the forest, what about the rest of us who are RESPONSIBLE on a ATV? I am willing to share the forest with those who want to do their bird watching, but those same people are not wiling to share with anyone else, so to that I say get back in your Subaru, get back on I90 and head west. Find somewhere in King county to watch seagulls, I propose we only let members of our community here in Kittitas county use the community forest of Teanaway, how does that sound?

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 – 0 comment

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

02/17/2015 Why are so many of the Committee not from the area in which the Community Forest is located? It is a Kittitas County community, and I do not understand why the opinions of so many people that do not even live here are even being considered. I feel that the adjacent property owners should be given highest consideration first and foremost (of which I am NOT one of), and then extend priority to the nearby communities, in terms of the recreation plan. I think it is horrible that you may consider changing the ORV laws to 'yes, they are allowed', when all of those residents bought their property under a different set of expectations. Ie, the expectation for a scenic, quiet, low impact community.