

Tahuya State Forest trails management

- Tahuya State Forest is within DNR's South Puget Sound Region managed from a regional headquarters facility in Enumclaw. Two DNR staff manages the Tahuya State Forest multiuse area including the campgrounds, non-motorized, and OHV trail systems.
- The Tahuya State Forest trails areas are managed by DNR and a Focus Group comprised of representatives from fire, safety, and emergency response agencies and all trail user interests including hikers, mountain bikers, horseback riders, and OHV enthusiasts.
- IAC and DNR fund trail maintenance crews consisting of 4 persons of college-age. The crews provide maintenance for the entire Forest - not just the OHV trails. Funding levels are not high enough, however, for DNR to maintain the trails completely with in-house or grant funded crews - trail maintenance is therefore supplemented by motorized and non-motorized user-group volunteers.
- OHV volunteers provide skilled trades, machinery, and equipment for the maintenance of the OHV trail systems. Volunteers have provided over 4,700 volunteer man-hours since 1993 estimated to be worth over \$50,000 in like-kind value that is often used to provide matching services for IAC grants.
- An OHV Education and Enforcement program (E&E) is currently provided by law enforcement personnel from the Mason County Sheriff's Office who patrol areas on and off the trail systems within the Forest. Mason County deputies are supplemented by 2 DNR Trail Wardens - who are volunteers trained by DNR and equipped with radios to provide local monitoring services. The E&E program is financed by DNR and IAC funds. Supplementary E&E monitoring assistance is also provided by OHV and other non-motorized trail user volunteers.

Emergency Management Services (EMS)

- DNR has a very good working relationship with the Mason County EMS, Fire District, and Sheriff's Office services for the Tahuya State Forest recreational areas.
- No charges are applied by Mason County for EMS assistance if an injured person lives within the county. Charges are levied for EMS responses if an injured person lives outside the county.
- There are currently not enough law enforcement personnel to properly patrol the entire Forest area including all the off-highway non-motorized and OHV trails and roads. Volunteers and user groups do not have the authority to cite or arrest persons who violate Forest and trail rules and regulations, or otherwise engage in unlawful activity. In accordance with established procedures, the 2 DNR Trail Wardens and other OHV and non-motorized trail user volunteer monitors report unlawful or disruptive and damaging behavior to the appropriate law enforcement agency for a response. Law enforcement response times depend upon how serious the violation is considering other incidents enforcement personnel may be responding to and how close possible responding units are to the area.
- There have been fatalities and serious injuries of all user groups in the Forest but most have not occurred on the trails. Forest trails are designed under DNR standards for slow speeds and appropriate user activity. Most injuries and accidents have occurred on Forest access roads during unauthorized uses and activities.
- A Forest "Camp-Host" position has been considered where user groups would take turns acting as a Forest host at staging areas and along trails on weekends and during events. Camp-Hosts provide trail information, advise users of trail rules and regulations, and otherwise assist Forest and trail users in need. Other park agencies have found Camp-Hosts to be an effective monitor of user behavior.

Staging area design considerations

- Tahuya Forest is one of the few DNR State Forest recreational areas that have multiple staging areas or access points into the Forest. The Elfendahl Staging Area for OHV trails has a paved parking lot and was originally a day-use, dirt-surfaced area that has evolved into a limited overnight area with 4 pit-toilets, covered picnic shelter, limited campsites, and picnic areas. Automobile and truck/trailer parking areas are also provided.
- Staging area design must accommodate modern hauling rigs - some longer than 30 feet with combined truck and trailer. Many users bring 30 foot or longer motor homes and stay the weekend. Staging area designs must separate different user group staging areas for horses, hikers, mountain bikers, and OHV vehicles.
- Volunteers constructed significant barriers to prevent vehicle sprawl in the staging area and around the trail entrances using boulders, timber fences, and stumps.

OHV rules and regulations

Users must:

- Be eligible to drive an OHV in Washington State
- Meet vehicle noise and safety standards
- Abide by the following Tahuya State Forest OHV Trail System rules and regulations

Ride Legally

- All OHV s must have:
 - a vehicle license or OHV permit tag
 - USFS-approved spark arresting muffler.
- Stay on signed or designated trails or forest roads open to OHV use. No riding is permitted:
 - Off-road
 - On trails and roads that are closed
 - Across streams, along lakes or in ditches, cut banks, and wetlands
 - Within recreation sites OHV users may ride only to enter and exit sites
- Obey speed limits (all vehicles)
- Ride only when sober. Drug and alcohol laws apply to all.
- No motorized use after dusk or before dawn.
- Ride ATVs or 4WD on 4x4 trail system only. The width limit for all trails and bridges other than the 4x4 trail system is 48". All 4x4 trails are signed with yellow diamonds.
- See information boards for other posted laws. All state and federal laws apply.

Ride Safely

- Watch for:
 - Logging and other forest vehicles
 - Unmarked hazards and difficult trail conditions
 - Potential trail changes
 - Other trail users
- Don't ride alone
- Know your route

DNR personnel's positive and negative assessments

Positive aspects:

- User groups provide a major source of volunteer and self-help support for maintenance, construction, and other duties that DNR could not fund or provide otherwise. Users groups exert peer pressure on members that enforces rules and regulations and keep problems down.
- Volunteer have accomplished projects that reduced problems, such as constructing the mud-bogging area to alleviate OHV activity in the wetland areas,

constructing rock-crawling areas to eliminate off-trail problems in unauthorized areas, erecting barriers to prevent parking sprawl at the trail entrance, and erecting barriers at the trail entrances to prohibit illegal dumping.

Negative aspects:

- There are not enough paid law enforcement personnel on or close to the Forest to provide a public safety presence and pressure that can eliminate all vandalism (shooting, dumping, littering, damages to facilities), unauthorized use, and other delinquent behavior by all users and non-users of the Forest. Trail Wardens, Camp-Hosts, and other volunteer services will always be a necessary component of the E&E program.
- Grant funding has become more competitive and Tahuya State Forest projects and programs must compete with other State Forest projects state-wide. There is not enough funding for DNR to provide adequate maintenance – DNR must rely on volunteers now and into the future. There is no current funding from the NOVA program for education and enforcement (E&E) at the Tahuya State Forest site.
- There was a problem initially with the unauthorized use of trails and roadways by some OHV users mostly by “spider-webbing” - creating trails of convenience across other trails and open spaces. The problem decreased dramatically after DNR created a Focus Group of OHV user organizations with which to establish and monitor the appropriate use of designated trails.

Tour participant questions

- **OHV user volumes** - approximately 150,000 - 200,000 OHV enthusiasts use the entire trail system (not just the motorized trails) on an annual basis. On peak fall, early winter, and spring weekends there may be up to 1,000 trail bikes 500 ATV (quads), and 60-70 4WD vehicles. OHV use is less during summer months due to dry soils and dusts.
- **Tahuya volumes compared with other OHV areas** - Tahuya State Forest is the closest facility to over 60% of the population within the state, has wide trails that can easily accommodate all types of vehicles and riders with beginner to intermediate skill levels, and a variety of camping, hiking, and other activities of interest during multi-day trips.

Note - Tahuya is one of the state’s largest and most diverse multiuse recreational forests, and is conveniently located close to 60% of the state's population and 60% of the state's OHV users. The Forest also attracts high numbers of users because the trails are designed to be used by riders with beginner to intermediate skill levels. The trails can also accommodate full-sized 4WD vehicles including pickups while most other OHV sites are designed or can be best negotiated by 4WD vehicles with short wheel-bases or the use of winches on narrower and more difficult trails.

- **Fire** - there was a fire in 2006 – the first since the trails were opened in 1991. The fire was started by an OHV that was not using a spark arrestor (a current requirement in the Forest). The fire did minimal damage (the tour group visited the area) because OHV enthusiasts had shovels and extinguishers and notified authorities immediately. The Forest and trail systems have not been closed to date. However, DNR did consider closing the entire Forest this past season due to drought conditions and high fire risk. Camp fires are currently restricted to designated areas.
- **Spark arrestor enforcement** – DNR Trail Wardens can check to determine whether an OHV vehicle is using a spark arrestor by inserting a wooden probe into the exhaust – the spark arrestor can not be seen visually.
- **Rule, regulation, and law enforcement** - user groups and volunteer monitors can not cite or arrest a citizen who is engaged in unruly, unlawful, or other activities that are not permitted in the Forest. Under established procedures, DNR

Trail Wardens volunteers must notify local law enforcement authorities for an appropriate response. Most of the time, peer pressure is used and is effective in curbing inappropriate behavior – particularly when the violator realizes bad behavior will affect everyone.

- ***Trail development*** - the Tahuya State Forest trail system was officially developed and opened for public use in the late 1960's primarily on trails that were constructed on an informal basis by user groups. DNR officially sanctioned appropriately designed trails and established the official or designated trail system in 1984. Since 1991, the system has been maintained and managed by DNR and user group volunteers.
- ***Noise*** - there have been no known issues among adjacent landowners – who live approximately 0.5-2 miles away from Forest boundaries and major trail areas.
- ***Environmental degradation*** - there were some problems with runoff, silting, and unauthorized use of lands in non-trail areas when the Forest trails were developed and used on an informal basis during the 1960-1970s. There have been fewer environment-related problems since the trails were designed and designated under DNR standards in 1984. User group volunteers have performed maintenance and monitoring that has been primarily responsible for avoiding problems.
- ***OHV competitions*** - Tahuya has a trail system and not an ORV Sports Park. There are 3 ORV Sports Parks in Washington State including facilities in Grays Harbor County (Straddleline), Richland, and Spokane specifically designed and engineered to support race events and other competitions. Tahuya's trails are for recreational uses only with an occasional trail riding event that does not involve time trials or racing.

5.2 Wenatchee National Forest OHV Trails case study

In 2005 the USDA Forest Service and the US Institute for Environmental Conflict Resolution Conducted an Off-Highway Vehicle Use and Collaboration study for the National OHV Implementation Team to determine the lessons that could be learned from project implementation carried out at OHV sites throughout the nation.

The Team compiled best practice examples from successful collaborative approaches that had been used to implement successful OHV programs from 11 case project sites including the Wenatchee National Forest ORV Trails. Following is a brief summary of the findings.

History and background

The Wenatchee National Forest extends along the eastern side of the Cascade Mountains in the central part of the state. About 40% of the 2,200,000 acre Forest is designated Wilderness, with 1,477 miles of Wilderness Trail. The remaining land is managed for multiple benefits, including timber harvest, livestock grazing, and a variety of recreational opportunities including OHV trails.

The Wenatchee OHV trails program was initiated in the 1970s primarily by local snowmobiling and trail bike enthusiasts. In the time since, the principle collaboration efforts on the development and management of the OHV trails has been between the US Forest Service, OHV users groups, and local law enforcement personnel.

Currently, the Wenatchee National Forest provides 840 miles of single-track, multiuse motorbike trails for beginner to highly advanced skill levels, and 600 miles of 4WD roads and more advanced trails. There are some ATV trails, but not enough to meet demand (ATVs are banned on forest roads).

The IAC has been a key funding component for the development and maintenance of the trail system, and in partially paying for OHV enforcement deputies in the 2

counties that work within the Wenatchee National Forest. User group volunteers provide a significant role in the maintenance of the trail system and in providing peer education and enforcement activities.

Stakeholders

The stakeholder or collaboration group for the Wenatchee National Forest includes the US Forest Service, local law enforcement agencies, and representatives of non-motorized and OHV user groups who serve as advisors, project initiators, and volunteers.

The primary objectives of the Wenatchee trails are to provide a managed recreational opportunity while conserving natural resources assuming good trails meet user experience needs, prevent cross-country travel, maintain the integrity of the landscape, and reduce conflict among user groups.

Education and enforcement – is provided by 15-20 US Forest Service rangers riding bikes, meeting users, and working with the OHV enforcement deputies in 2 counties. Where the Forest Service rangers focus on education, county deputies bolster enforcement capability. County deputies patrol roads and campgrounds, as well as DNR lands. The deputies also respond to OHV-related issues on private land located adjacent to the National Forest. Key educational messages focus on environmental impacts, state law requirements, safety and skills development, and ways of limiting user conflict.

A single confrontation between users or a single incident of illegal use can undo the good work of many responsible users. Illegal actions are countered in the Wenatchee National Forest by the following approaches:

- Providing legal alternatives for illegal thrills by building trails that are so attractive to users they won't care to go off-trail.
- Educating users if an opportunity is not available, and directing them to a place that does offer the experience.
- Anticipating the issues and addressing them before momentum builds.

Key lessons or principles

Key lessons abstracted from the Wenatchee example as well as the other 10 case studies include the following:

- **Collaboration is critical** – but means different things to different stakeholders. It is important to clarify what type of collaboration is being considered for which types of decisions – to communicate clearly the legal and administrative issues, define what is really up for discussion and action, and spell out in a clear, unambiguous way for all those interested in participating.
- **Be inclusive** – a truly collaborative effort must seek to involve all affected stakeholders in the conversation.
- **Leadership** – must be visionary, accessible, and facilitative if a collaborative effort is to be successful. Affective leadership must define goals, catalyze public interest, gain attention from key agencies, and secure necessary resources (people, funding, materials, and influence) to make the project happen.
- **Resources** – are important but will involve more than funding. A key byproduct of collaboration is that it provides a broader access to essential resources to make projects happen. Volunteers are critical in providing knowledge of trail conditions and use, and a highly motivated (and inexpensive) labor force to inventory work, construct and maintain trails, and monitor and enforce activities.
- **Organizational structure is important** – the case studies illustrate the importance of having a carefully designed organizational structure in place to encourage and guide effective ongoing collaboration. Sound organizational

structures offer a system of communicating the clear identification of roles and responsibilities, regular and appropriate meetings, and guidelines on how information will be shared. Other important elements include:

- Clear decision protocols,
 - A road map and timeline for making decisions,
 - Good record-keeping and access to meeting minutes and other relevant information,
 - Effective means for bringing in new participants and getting them up to speed,
 - The strategic use of professional facilitators to ensure a fair, civil process, and
 - A commitment for monitoring and adapting the process over time.
- **Not all OHVs are created equal** - trail bikes, ATVs, and 4WD vehicles focus on different experiences and terrain, and frequently involve different interest groups. It is important to plan for the differences in OHV needs and interests and offer a variety of solutions to meet these different needs. It is true that “if you build it they will come, and the corollary - “if you don’t build it or close it, they will show up elsewhere.”
- **Conflict** - use conflicts can be best resolved by those closest to the resource, particularly when they reach a common understanding and pursue creative approaches to resolving the problems. Stakeholders must resolve appropriate responses to conflicts in the field between users, and in the community between users and non-users.

Chapter 6: OHV sites in East Jefferson County

6.1 OHV Trail System objectives

In order to meet OHV needs of residents in East Jefferson County and the OHV Service Area (Jefferson, Clallam, Kitsap, and Mason Counties), an ideal OHV Trail System site in East Jefferson County should meet the following minimum criteria:

Site

- Sufficient capacity to accommodate all types of OHV enthusiasts without congestion or overflow off-site during a peak season weekend.
- That does not adversely impact wildlife, water resources, soils, or other environmental features.
- That does not adversely impact the aesthetic or acoustic characteristics of adjacent land uses and activities.
- That is centrally located to the OHV population and/or can be easily accessed from regional roads and highways.
- That has a local public road access of a capacity and location that does not cross or adversely impact other private properties or activities.
- That can continue to accommodate timber harvesting or other resource management activities if the property is a multiple use (DNR) site.
- That can be easily accessed by fire, safety, and emergency response agency staff and equipment.

Trails

- Are separated where possible with one-way looped trails for trail bikes, ATV, and 4WD vehicles (though ATV and short-wheel base 4WD may share some trails).
- Are developed and rated for beginner, intermediate, and advanced skill level courses for each OHV vehicle type.
- Are provided with pull-offs for viewpoints, vehicle breakdowns, and rest points.
- Are looped to provide a continuous trail riding experience with minimum turnaround congestion points.
- Are located across diverse terrain, some climbing grades up to 25%, obstacles, and other features for maximum riding interest.
- May be augmented with features, and other trail obstacle courses where riders can learn skills and try out equipment.
- Are of sufficient capacity and design to allow sections to be rotated out of service for restoration periods.

Trailhead

- Is designed as a single OHV staging area able to accommodate vehicles brought in by trailer including RVs with trailers.
- Is furnished with primitive toilets, water, and other services.
- That can be used as an overnight campground for self-sufficient RVs.
- That can be easily patrolled and secured if necessary.
- That can accommodate Camp-Host, Trail Wardens, or other caretaker/site monitors for education, enforcement, and other security operations.

Multiple users

- Can accommodate other non-motorized trail users including hiking, mountain biking, and even horseback riding - if the site is of sufficient capacity and has separated staging areas or trailheads.
- Can accommodate individual and group picnicking, wildlife viewing, and other outdoor recreational interests - where the site has features of interest for such uses.

6.2 Private property sites

The OHV Focus Group approached private timber companies about the possibility of developing OHV trail systems at the beginning of the planning process before this IAC funding OHV Feasibility Study was initiated.

Generally, private timber companies within East Jefferson County were interested in seeing that an OHV trail system was developed in the county that would alleviate OHV activity on their properties, but not enthusiastic about sponsoring or agreeing to have a trail system built or designated on their property for a combination of the following concerns:

- OHV use could interfere with timber harvesting
- OHV use could become vested or considered to be a permanent facility on privately owned land
- Management of an OHV trails system could eventually involve company time and resources
- OHV activities could create operating liabilities for the company

These concerns do not forgo the possibility of acquiring or even trading private and public land for the purpose of creating an OHV Trail System. However, given initial private reluctance to be involved in such options, this OHV Feasibility Study necessarily focused on the possible use of DNR land.

6.3 Washington State Department Natural Resources (DNR) mandates

The Washington State Department of Natural Resources (DNR) manages about 3,000,000 acres of state-owned forests, agricultural lands, and commercial properties for long-term benefits to current and future trust beneficiaries and residents of the state.

Some of DNRs lands were granted by Congress in 1889 at statehood. Other lands are Forest Board trust lands that were purchased or acquired later. By law, state-owned trust lands are to be managed to produce income for schools, universities, state institutions, county services, and the state General Fund. Since 1970, management of trust lands has produced more than \$5,900,000 in revenue, reducing the need for taxes to pay for public projects and services.

Multiple use mandate

Since 1971, state law (Chapter 79.10.100 RCW) directs DNR to allow multiple use, such as recreation areas, trails, hunting, fishing, and OHV activities on trust uplands. The multiple use must be consistent with the applicable trust provisions and in the best interests of the state and the general welfare of the citizens.

In managing multiple use areas, DNR works to:

- Responsibly harvest timber to provide revenue for the trust beneficiaries, as mandated by law.
- Protect the long-term health of the forest's ecosystems, including wildlife and water quality.
- Provide safe recreation and educational opportunities to the public.

DNR recreational inventory

Across the state, DNR's recreational program maintains and operates 143 recreation sites and more than 1,100 miles of trail including motorized, non-motorized, and many support multiple use types including mountain biking, horseback riding, hiking, and OHVs. Forest roads on trust lands provide access to designated sites and also provide access for dispersed recreation including hunting, fishing, berry and mushroom picking, and sightseeing.

DNR's recreation facilities complement those offered by other agencies across the

state including federal agencies such as the US Forest Service (USFS), National Park Service (NPS), state agencies including Fish & Wildlife (WDFW) and State Parks (P&RC), and quasi-private land managers including Tacoma Power & Light.

Many of these other agencies offer facilities that are more developed or require fees or take reservations. By contrast, DNR's facilities are typically provided on a first-come, first-served, no-fee basis.

Olympic Region

The Olympic Region (Clallam, Jefferson, and portions of Grays Harbor counties) is one of 6 regions with responsibility to manage state trust lands in Washington State. Out of 2,100,000 acres of state trust forestlands statewide, the Olympic Region manages about 366,000 acres of state trust forestland and regulates forest practices on approximately 1,000,000 acres of state and private forestland from its headquarters facility located in Forks.

The Olympic Region manages public use within various types of urban, rural, and remote areas. High public use concentrations are typically found in trust lands and sites that are adjacent to urban areas. Most public use activities in the Olympic Region tend to be associated with hunting, fishing, camping, and OHV use.

Within the region, there are 10 campgrounds, 2 designated multiple use trails, and 2 designated non-motorized trails. There are also more than 65 miles of undesignated trails in the region that are user built but not built, managed, or approved by DNR for recreation use.

There are many general recreation opportunities available to those interested in hiking, fishing, camping, and wildlife viewing, but very few opportunities for those interested in mountain biking and OHV activities. In the Olympic Region, DNR lands may well represent the only opportunities for these activities.

Recreation funding

DNR recreation program funding has been declining over the past few years, as is the case with other state programs and agencies. Funding reductions have resulted in a few recreation site closures, reduced staff, reduced level-of-service at some facilities, and fewer capital improvement programs. At the same time, visitor use and demands have increased on DNR managed trust lands throughout the state.

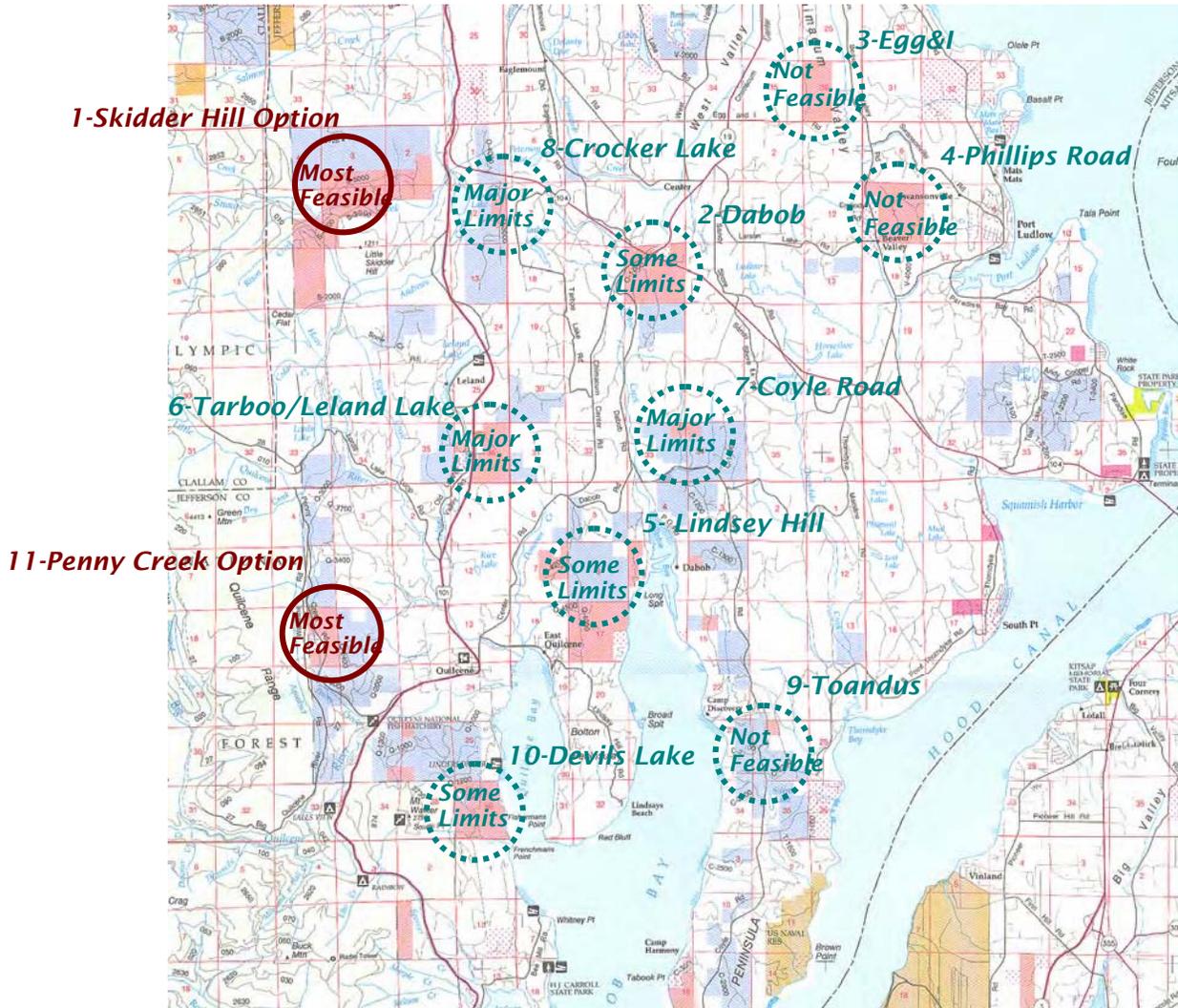
DNR receives recreation funding from the non-competitive portion of the Non-highway and Off-Road Vehicle Activities (NOVA) program, grant funding from the competitive portion of the NOVA program and other programs administered by the IAC, and from the state's General Fund appropriated by the legislature.

DNR applies for several grants each year to help fund recreation maintenance, improvements, education, and enforcement. Grant funding is not guaranteed, however, as DNR must compete on a project-by-project basis against other state and federal agencies and non-profit organizations. In order to compete for grants, DNR must have the ability to provide matching funds and the staff resources to apply for and administer each grant.

DNR must have funding in place to maintain current recreation activities in a manner that protects the environment, is compatible with resource management objectives, and provide for safe recreation opportunities. Recreation and access opportunities may be limited if funding continues to be reduced and grants are not available to assist with maintenance.

For this reason, recreational trail development, particularly OHV Trail System development, depends on volunteers contributing support by committing donated labor, materials, equipment, and/or funds. Even when grant funding is obtained, volunteer contributions will be needed.

DNR study sites



6.4 Potential DNR sites – first round evaluations

The OHV Focus Group identified 11 DNR managed properties in East Jefferson County for possible evaluation for an OHV Trails System. The 11 sites were selected because each site was initially considered to be large enough to accommodate a multiple use OHV Trails System, within close proximity to regional roads and highways, with sufficient buffer or open space from established urban and residential areas, and other features listed in the OHV criteria.

All 11 sites were evaluated by the OHV Focus Group and consultant with public input during a sequential series of workshops. First round evaluations were initially made based on the OHV Focus Group's knowledge of the sites and interpretations of site opportunities and risks based on USGS mapping characteristics.

Following is a summary of the characteristics and assessments for the 6 sites that were considered and not evaluated further during the first round of assessments.

3: Egg & I

Egg & I is a small school trust parcel located north of Egg & I Road between Center Road and SR-19/Beaver Valley Road. Most of the property holding is located on an extended and narrow plateau above steep bluffs overlooking Chimacum Valley.

The site does not adjoin Egg and I Road and would require purchase or easement across private property for access.

Advantages – the site could be developed with a simple loop trail system on flat terrain.

Disadvantages – the site lacks existing public access, lacks terrain and trail diversity, adjoins rural residential areas, and is too small for a multiuse OHV trail system.

Rating – site is not feasible for an OHV trail system and was not selected for further evaluation.

4: Phillip Road

Phillips Road is a moderately sized school trust parcel located in Beaver Valley on the northwest corner of SR-19/Beaver Valley Road and Oak Bay Road. The property holding is mostly located on a plateau with steep bluffs overlooking the Chimacum Valley at Swansonville.

The site adjoins Swansonville, a large lot residential community developing on the hillside overlooking Port Ludlow.

Access is possible onto DNR property from SR-19/Beaver Valley Road or Phillips Road, or by easement or purchase across private lands from Oak Bay Road or across private property and roads from Swansonville Road or Walker Way.

Advantages – the site could be developed with a series of looping trail systems on relatively flat terrain on the plateau portions.

Disadvantages – the site lacks good existing public access, lacks terrain and trail diversity, and adjoins a developing residential area.

Rating – the site is small and not feasible for an OHV trail system and was not selected for further evaluation.

6: Tarboo/Leland Lake

Tarboo/Leland Lake is a moderately sized school and forest trust landholding located east of US-101 and Leland Lake. The property holding is located on top of 2 plateaus or ridges with steep slopes overlooking Leland Creek and Lake on the west, and Tarboo Creek to the east.

The irregular shaped site is bisected north and south by a power transmission line corridor and surrounded by private timberlands.

The site can be accessed where the parcel adjoins US-101 in 2 places south of Leland Cutoff Road though both locations would encounter steep grades. The site may also be accessed by purchase or easement from an old logging road on private property located south of Lake Leland Park Road that crosses into the top portion of the parcel.

Advantages – the site has relatively flat riding and steep hillside trail potentials from a single staging area.

Disadvantages – site is limited by power transmission lines, and is disjointed with the northwest section possibly too steep for use.

Rating – the site has major access and terrain limitations and was not evaluated further.

7: Coyle Road

Coyle Road is a large forest and school trust landholding located on both sides of Coyle Road overlooking Tarboo Creek and the north end of Tarboo Bay to the west. The property holding includes a series of plateaus or ridges with steep slopes overlooking Coyle Road through the center of the site, and Tarboo Creek and Bay on the west.

Intermittent streams drain the site into Tarboo Creek, and then empty into Tarboo Bay. A power transmission line crosses from east to west through the north half of the site.

Both sides of the site can be accessed from Coyle Road.

Advantages – the site can be developed with looping trail systems and can be accessed from an existing public road.

Disadvantages – the site would require multiple staging areas on the north and south sections, with separate trail riding systems that would be difficult to manage. The site also adjoins some residentially developing areas and is limited by power transmission lines.

Rating – the site has major power and drainage limitations and would be difficult to develop and manage as an integral trail system. The site was rated **not** evaluated further.

8: Crocker Lake

Crocker Lake is a long linear forest and school trust landholding located across US-104 east of US-101. The property holding consists of the upper ridge and plateau of a long bluff overlooking Crocker Lake and US-101 to the west.

Intermittent stream corridors drain west from the site into Snow Creek and Crocker Lake. The site is located just west of a power transmission line corridor and Tarboo Lake.

Access is possible from US-101 at the southwest corner of the site, or would be by easement or purchase from private property on the west and from the east past Tarboo Lake.

The north parcel is located across US-104, lacks access, is crossed by power transmission lines, and is not usable for OHV activities.

Advantages – the site has looping trail system potentials with a variety of flat to steep terrain that could be serviced from a single trailhead.

Disadvantages – site access would be difficult from US-101 and trails would be limited by drainage runoff impacts on Crocker Lake.

Rating – the site has major access and drainage concerns and was not evaluated further.

9: Toandos

Toandos is a large forest and school trust landholding located across Coyle Road in the middle of the Toandos Peninsula. The property holding consists of the ridge line that divides steep bluffs that overlook Thorndyke Bay on the east and Dabob Bay on the west.

Numerous intermittent streams drain east into Thorndyke Bay and west into Dabob Bay. Silent Lake is located at the south edge of the site on the ridgeline adjoining Coyle Road.

Access to each side of the site would be from Coyle Road which is the single north-south access for rural residential residents on the Peninsula.

Advantages – there are no advantages as the site can not be organized to provide an off-road trail system.

Disadvantages – the site can not be developed for looping or a diverse selection of trail activities, would conflict with public access on Coyle Road, is hindered by drainage concerns, and adjoins rural residential developments.

Rating – the site is not feasible for OHV activities and was not evaluated further.

6.5 Potential DNR sites – second round evaluations

The following 3 sites were evaluated by the OHV Focus Group and consultant with public input during a series of workshops that evaluated the sites using Jefferson County GIS aerial, soil, topographical, and property mapping features.

Following is a summary of the characteristics and assessments for the 3 sites that were considered for further evaluation during the second round of assessments.

2: Dabob

Dabob is a large linear forest and school trust landholding located on the southeast corner of the intersection of Griffith Road and US-104. Most of the property holding is located on a plateau overlooking US-104, Tarboo Creek. The site is across US-104 from the Olympic Music Festival which conducts 12 summer weekend events with musicians-in-residence during the summer.

Intermittent streams drain the western slopes into Tarboo Creek with some drainage east towards a large wetland located east of the property towards Ludlow Lake.

The site can be accessed from Griffith Road on the west and Dabob Road on the south on abandoned road alignments.

Advantages – the large site has good highway and local public road access, a relatively flat terrain with looping trail potentials, and could be serviced from a single trailhead.

Disadvantages – the site includes an intermittent stream corridor with potential runoff concerns, could transmit noise towards the summer music festival site, lacks terrain and trail diversity, and adjoins some residential uses on the east. In addition, the parcel located north of US-104 and Griffith Road is isolated and unusable for OHV.

Rating – the site has some limitations, was initially selected for further consideration but not evaluated further due to concerns about noise impacts on the summer music festival and adjacent residential uses.

5: Lindsey Hill

Lindsey Hill is a large linear school and forest trust landholding located on the north end of Bolton Peninsula between Dabob and Lindsey Hill Roads. The property holding consists of the plateau or ridge with steep hillsides overlooking Quilcene Bay to the west and Tarboo Bay to the east.

The site includes numerous intermittent streams that drain east through a designated Natural Resource Conservation Area (NRCA) on the east edge of the site into Tarboo Bay and west into Quilcene Bay.

Access has been developed on a cross-plateau gravel road from Dabob to Lindsey Hill Road that is used by local rural residents as a principal thoroughfare.

Advantages – the large site has good public access and the extended plateau areas could be developed with numerous looping trail systems.

Disadvantages – the east bluffs are not usable due to NRCA and runoff impacts, the gravel road is a major travel corridor for local residents and logging activities, the site adjoins residential development areas, and lacks terrain and trail diversity that could be developed for OHV use.

Rating – the site was retained for more detailed site consideration initially, but not evaluated further due to concern about noise, traffic, residential area, and NRCA impacts.

10: Devils Lake

Devils Lake is a large school and forest trust landholding located on the north side of Mt Walker overlooking Quilcene and Quilcene Bay. The property holding consists of the north slope of Mount Walker with a variety of steep slopes with some bench tops.

Numerous intermittent streams drain the site west into the Quilcene River and east into Quilcene Bay. Devils Lake is located on the southwest edge of the site and is a Natural Resource Conservation Area (NRCA).

A power transmission corridor runs north to south along the west boundary of the site. Rural residential developments are located on the east boundary of the site overlooking Quilcene Bay and the Quilcene Boat Haven. Rural residential developments are also located on the north boundary of the site on a narrow, gravel access road.

The site is currently accessed from the rural, gravel road that services the rural residential developments on the north property line. The narrow road would have to be widened to accommodate OHV access and trailers. Alternative access road locations could be acquired by easement or purchase from private property located on US-101 at the Quilcene River or up hill from private properties on Quilcene Bay. The site sits on top of a natural amphitheater and could transmit noise upwards into Mount Walker or north across Quilcene.

Advantages – a large, diverse terrain able to be developed with a series of looped trails from a single staging area.

Disadvantages – has major access issues, drainage, power transmission lines, NRCA, and possible noise impacts.

Rating – the site was considered favorably initially, but not evaluated further after in-field studies confirmed the major disadvantages listed above.

6.6 Potential DNR sites – third round evaluations

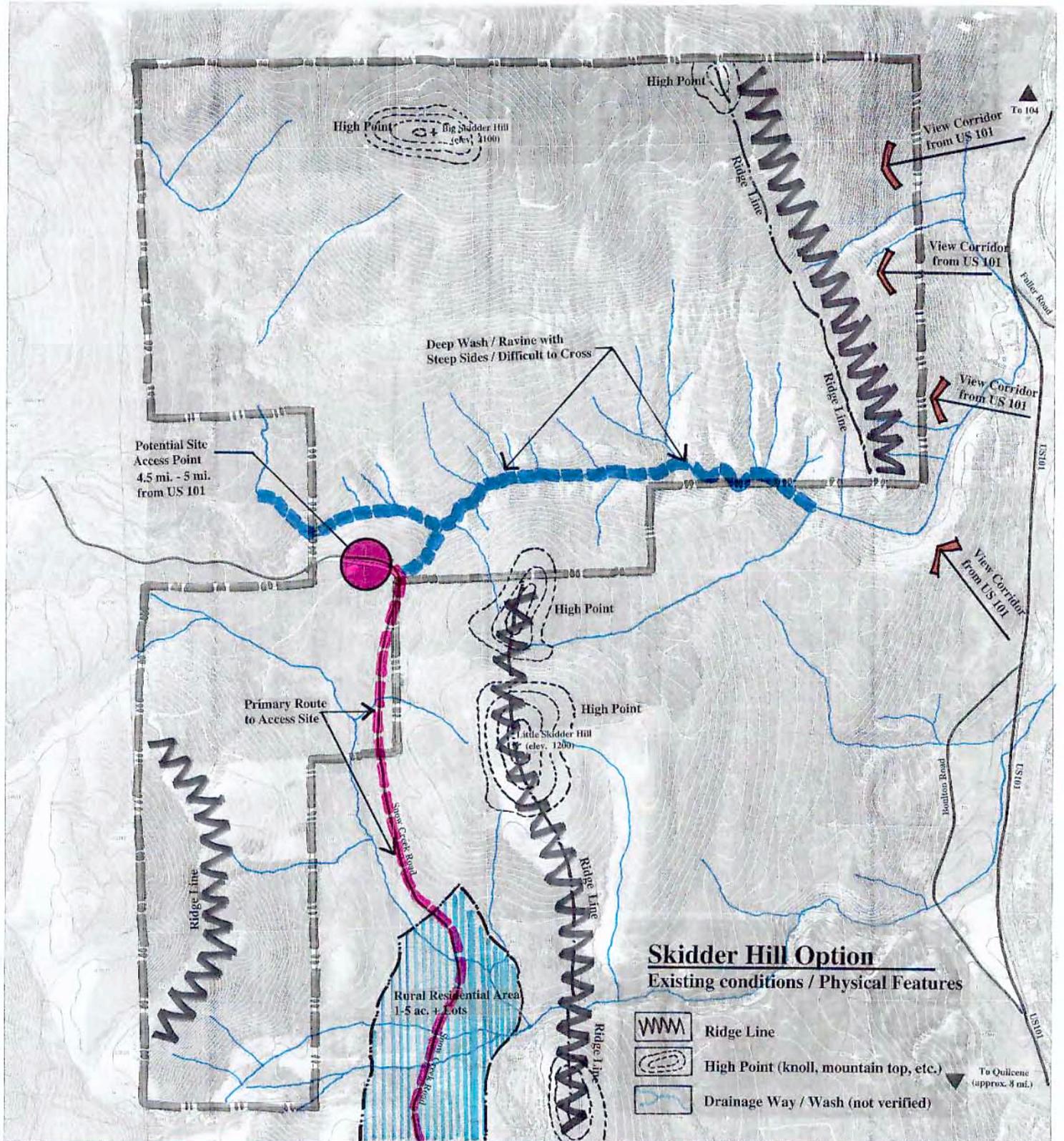
The remaining 2 sites were evaluated by the OHV Focus Group and consultant with public input during a series of workshops that evaluated the sites using in-field assessments and concept drawings.

Following is a summary of the characteristics and assessments for the 2 sites that were considered most feasible and remain under further consideration.

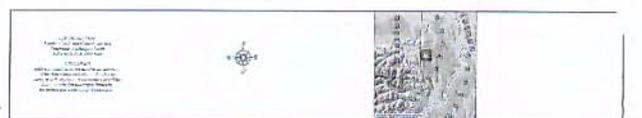
1: Skidder Hill

Skidder Hill is a large irregularly shaped school and forest trust landholding located west of US-101 and Crocker Lake. Most of the property holding is located on the slopes of Big and Little Skidder Hills overlooking Crocker Lake and Snow Creek.

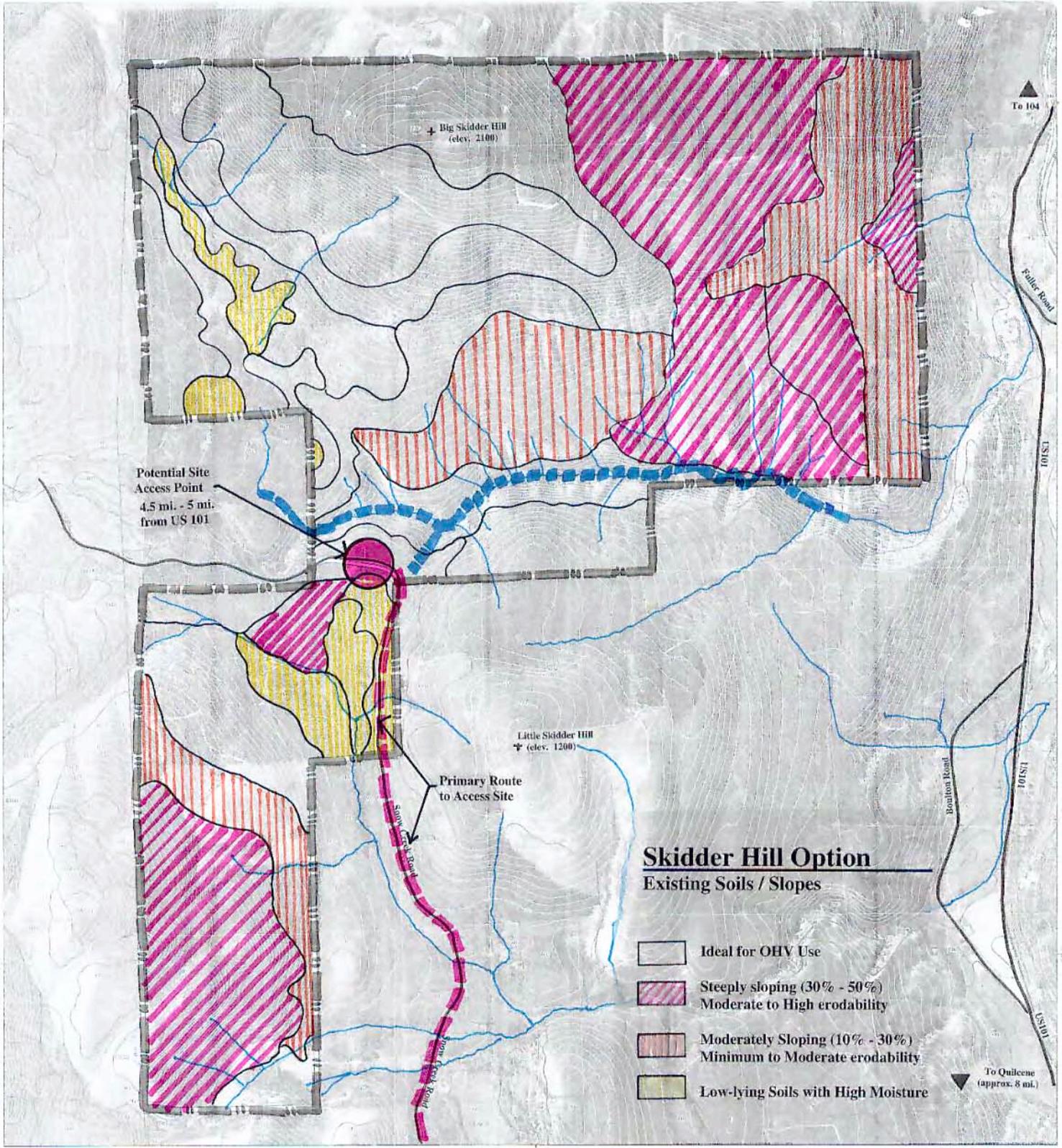
Jefferson County Parks and Recreation Site 1 - Skidder Hill



Skidder Hill	Access Ramp	BLV	National Forest
NRCS Soil	Local Road	County Park	National Park
Parcel	Drain	County Park	State Park
37 Class	Fencing Right-of-Way	Golf Course	Wilderness Area
Boundary Road	Pipeline	Utility Pipeline	Wildlife Refuge



Jefferson County Parks and Recreation Site 1 - Skidder Hill



Skidder Hill Option Existing Soils / Slopes

-  Ideal for OHV Use
-  Steeply sloping (30% - 50%)
Moderate to High erodability
-  Moderately Sloping (10% - 30%)
Minimum to Moderate erodability
-  Low-lying Soils with High Moisture

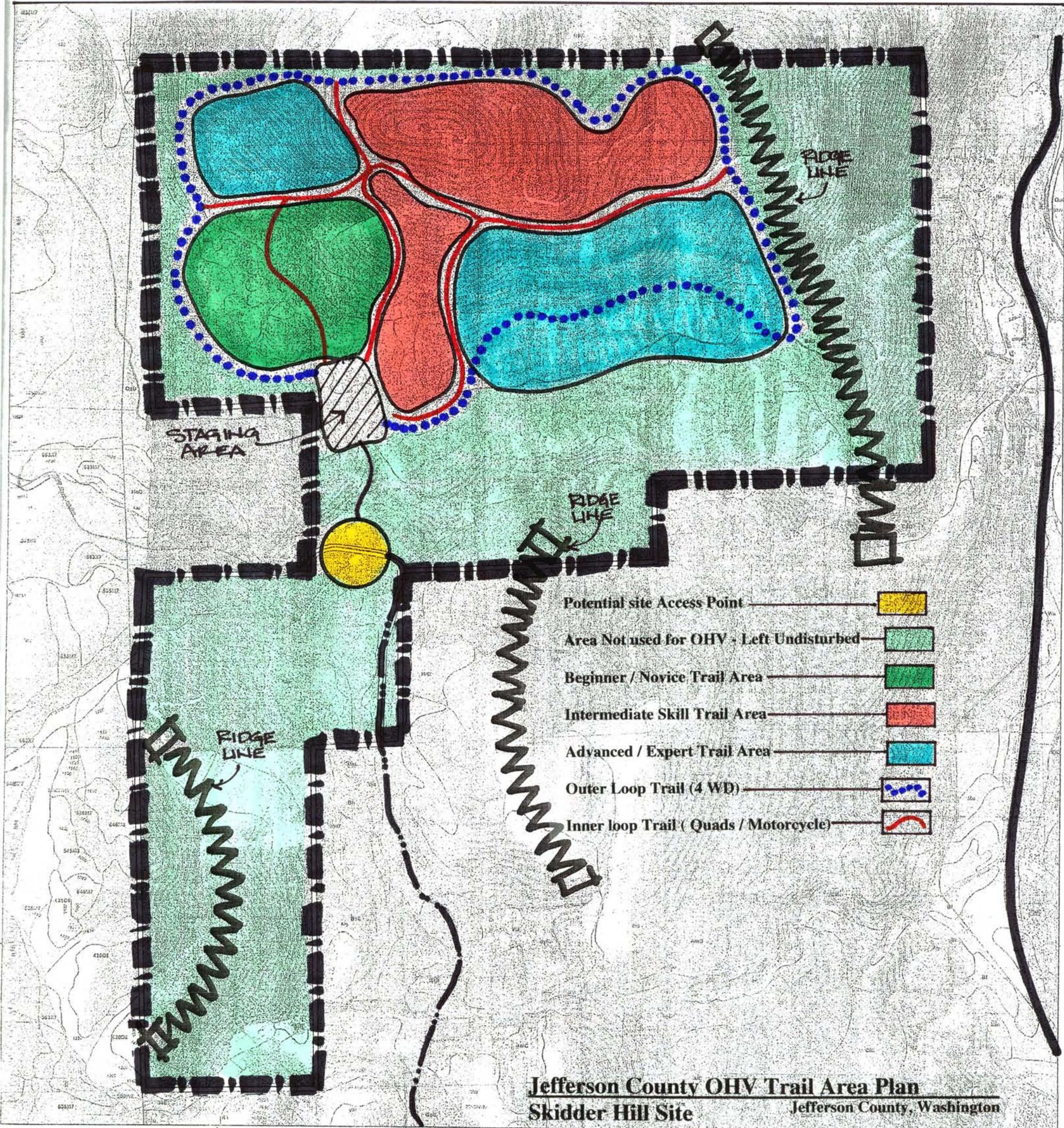
 Boundary	 Access Ramp	 BLM	 National Forest
 Parcel	 Local Road	 Community Park	 National Park
 57 County	 Other	 County Park	 State Park
 Primary Route	 Pipeline	 Golf Course	 Wilderness Area
 Secondary Road	 Military Reserve	 Wildlife Refuge	

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11/2014







- Potential site Access Point
- Area Not used for OHV - Left Undisturbed
- Beginner / Novice Trail Area
- Intermediate Skill Trail Area
- Advanced / Expert Trail Area
- Outer Loop Trail (4 WD)
- Inner loop Trail (Quads / Motorcycle)

Jefferson County OHV Trail Area Plan
Skidder Hill Site Jefferson County, Washington

Skidder Hill	PLSS	Access Ramp	B.M.	National Forest
NRC&S	County Boundary	Label Road	Community Park	National Park
Parcel	Bridge	Other	County Park	State Park
30 Corridor	Primary Highway	Private	Golf Course	Wilderness Area
Secondary Road			Binary Reserves	Wildlife Refuge

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 Jefferson County GIS
 11/21/09
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Jefferson County GIS
 11/21/09
 1:7,200

Scale: 1:7,200
 0 100 200 Feet

Ownership - the site abuts Port Townsend watershed property on Snow Creek on the west boundary, Olympic Resource Management timberlands on the north and south boundaries, private residential properties between the east boundary and US-101, and the Olympic National Forest on the west boundary.

Port Townsend water transmission lines extend from the watershed property south towards Quilcene parallel to the Olympic National Forest boundary, and east across the south end of the site north of Snow Creek to US-101 and then north to the city.

View and noise zones - the high point or ridge top of the northern portion of the site on Big Skidder Hill is located close to the north property line. Any OHV activity on the southern hillside would focus views and noise south into the site's natural amphitheater.

The ridgeline of the east side of Big Skidder Hill is located close to the eastern boundary within view and potential noise zones of US-101. Any OHV activity on the eastern side of the ridgeline, trail bikes in particular, would likely generate views and noise east across the private properties located along US-101 towards Crocker Lake.

The southern portion of the site is located on a ridge facing east into Little Skidder Hill. Any activity or noise generated from OHV trails on the hillside would be focused east into the amphitheater created by Little Skidder Hill onto Olympic Resource Management and a private party's timberland and rural residential property.

Slopes and drainage - the slopes on the eastern side of Big Skidder Hill on the northern parcel and the southeastern side of the ridge on the southern parcel exceed 30%-50% which is likely to be too steep for most OHV trail systems - particularly for beginner and intermediate skill level riders. The remaining hillsides are between 10%-30% or less which is generally suitable for intermediate and some beginner skill level riders.

Snow Creek flows through the southern edge of the northern parcel just north of Snow Creek Road. The creek is located within a ravine that would require a culvert or bridge if crossed by a site access road. A steep drop in the creek bed creates a waterfall on the west edge of the site that is accessed by a hiking trail.

Intermittent streams drain the southern slopes of Big Skidder Hill in the northern parcel into Snow Creek, and then into Crocker Lake. Some of the stream ravines are relatively steep and will require culverts if crossed by OHV trails along the southern edge of the hillside.

Intermittent streams also drain the southeastern slopes of the ridge located in the southern parcel into Andrews Creek, and then into Leland Lake. The streams are located on the steepest portions of the hillsides and thus outside of the area likely to be used for OHV trails.

Wetland areas are located on northern parcel adjacent to the Port of Townsend property. One of the wetlands extends northwest to the corner of the site and would require buffering from any OHV trail activity.

A sizable wetland is located in the southern parcel just south of Snow Creek Road which would also require buffering from any OHV trail activity.

Access - the northern and southern parcels are bisected by Snow Creek Road. Access to the northern parcel would be from Snow Creek Road across Snow Creek, access to the southern parcel would be by an old logging road that extends south from Snow Creek Road into the lower portion of the site.

Ownership of portions of Snow Creek Road has been contested in the past by an adjacent private property owner. Jefferson County Public Works records, however, indicate Snow Creek Road is within county ownership from US-101 through the site proper.

Development concepts – would utilize the site as follows:

- OHV activity would be focused on the northern parcel on the south face of Big Skidder Hill west of the ridgeline with US-101 to avoid visual and noise impacts on residential properties along US-101 and Crocker Lake and from properties adjoining the southern parcel along Snow Creek Road.
- The OHV staging area or trailhead would be located between Snow Creek Road and Snow Creek to minimize travel across Snow Creek’s ravine. Access trails would cross Snow Creek’s ravine on culverts in 2 places to connect with a series of looped trails located on the south face of Big Skidder Hill.
- Beginner or novice single track trail bike and 2-track ATV loop trails would be developed north of Port Townsend’s property in the lowland areas on the west side of Big Skidder Hill with a staging or training area at the south end.
- Intermediate skill level single track trail bike and 2-track ATV loop trails would be developed up the central and lower face, and on the northeast face of Big Skidder Hill.
- Expert skill level single track trail bike and 2-track ATV loop trails would be developed on the southeast face of Big Skidder Hill.
- 4WD only trails would be developed on the northwest face of Big Skidder Hill north of the beginner or novice trail system.
- In total, the concept would provide 9.0 miles of trailbike, 9.0 miles of ATV, and 8.0 miles of 4WD looped trails on the northern parcel.

<i>Skill level</i>	<i>Trail bike</i>	<i>ATV</i>	<i>4WD</i>
Beginner/intermediate trails	3.0	3.0	3.0
Intermediate/expert trails	6.0	6.0	5.0
<i>Total miles</i>	<i>9.0</i>	<i>9.0</i>	<i>8.0</i>

- Non-motorized trail users including hikers, mountain bikers, and equestrians could use the same trailhead or staging area to access viewpoints and other areas of interest from old logging roads in the southern parcel and/or on the eastern face of Big Skidder Hill overlooking US-101 and Crocker Lake.

Advantages - the site and concept plan have the following advantages:

- The large site can be adequately buffered for visual and noise impacts on rural residential properties located on the east along US-101 and Crocker Lake, and to the south along Snow Creek Road.
- OHV trail use areas can be located uphill or away from intermittent streams and the wetland areas.
- The site has convenient publicly owned access from US-101 and Snow Creek Road.
- The site could be serviced from a single trailhead located adjacent to a public road access.
- The site has plenty of room with a diversity of terrain including steep hills for more advanced OHV trail systems with looping trail potentials.
- The looping trails are extensive enough to allow trail phasing where some are removed from use to provide recovery and restoration periods.
- The south parcel is relatively isolated with limited OHV trail potential and connectivity to the rest of the site and would not be used for OHV activity.
- The site can be developed for other non-motorized activities in a plan that does not create conflicts with OHV uses or adjoining properties.

Disadvantages – the site and concept plan have the following disadvantages:

- Snow Creek Road is narrow in width and passes thorough rural residential areas before reaching the site.

- The site includes numerous intermittent stream corridors on the lower slopes of Big Skidder Hill that will need to be buffered and monitored for any erosion or silting runoff from uphill OHV trail activities.
- Washington State Department of Fish & Wildlife (WDFW) has Coho and Chum salmon traps at the lower reaches of Snow Creek that will need to be protected from any run-off from site activities.
- The site has a large wetland area located north of the beginner or novice trail and staging areas that will need to be buffered from OHV trail activities.
- The site and beginner or novice trail and staging area adjoin the Port Townsend watershed property that will need to be buffered from OHV trail activities.
- The site is relatively steep with little flat or moderately steep areas for beginner and intermediate skill level trail development. The site could provide more advanced or expert trails with limited beginner trails rider use.
- The proposed staging area or trailhead is relatively small in size and could be limited by Snow Creek's ravine. Trail access from the staging area into the site could be expensive to develop across the ravine.

Rating - the site was considered to be one of the most feasible initially and after this evaluation and is recommended to be considered for more detailed site evaluations.

11: Penny Creek

Penny Creek is a large and linear forest and school trust landholding located adjacent to the Olympic National Forest boundary and west of US-101 extending north from Mount Walker along Penny Creek and across Penny Creek Road towards Lords Lake Road.

Most of the principal property holding is located north of Penny Creek Road on top of a series of plateaus overlooking Quilcene and Quilcene Bay to the east and Penny Creek to the west.

Ownership - Olympic Resource Management owns timberland parcels on the north and south boundaries, a variety of timber and residential interests own lands between the east boundary and Quilcene, and a private party owns a single parcel between the west boundary and the Olympic National Forest.

View and noise sheds - the high point or ridgeline of the major parcel that extends north of Penny Creek Road is located close to the eastern property line. Any OHV activity on the eastern side of the ridgeline, trail bikes in particular, would likely generate views and noise east across the private properties and into Quilcene.

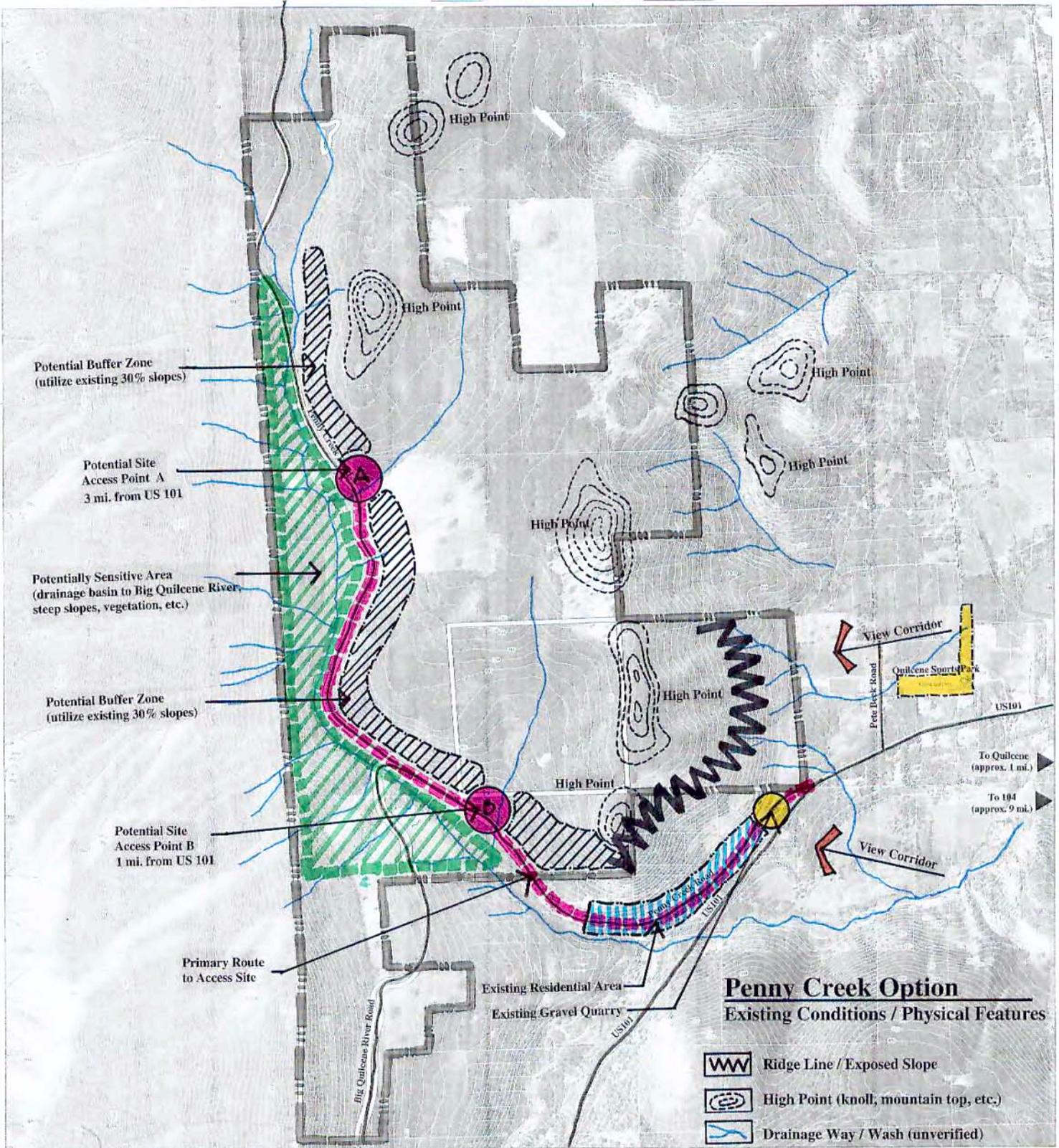
The southern parcel is located on a hillside facing towards US-101. Any activity or noise generated from OHV trails on the hillside would be focused east across US-101 into an amphitheater created by the east flank of Mount Walker.

Slopes and drainage - the slopes on the western side of the northern parcel exceed 30% which is generally suitable for OHV trails activity. However, this portion of the site would generate noise and visual impacts on Penny Creek Road and the private property parcel located between Penny Creek Road and the Olympic National Forest boundary.

Penny Creek flows around and through the northern parcel west and directly adjacent to Penny Creek Road eventually emptying into the Quilcene River at US-101. The creek is located within a slight ravine that is partially buffered by woodlands and vegetation from Penny Creek Road.

Intermittent streams drain west off the plateaus in the northern parcel into Penny Creek. Some of the stream ravines are relatively steep but can be traversed with trails and slight culvert improvements.

Jefferson County Parks and Recreation Site II - Penny Creek



Penny Creek Option Existing Conditions / Physical Features

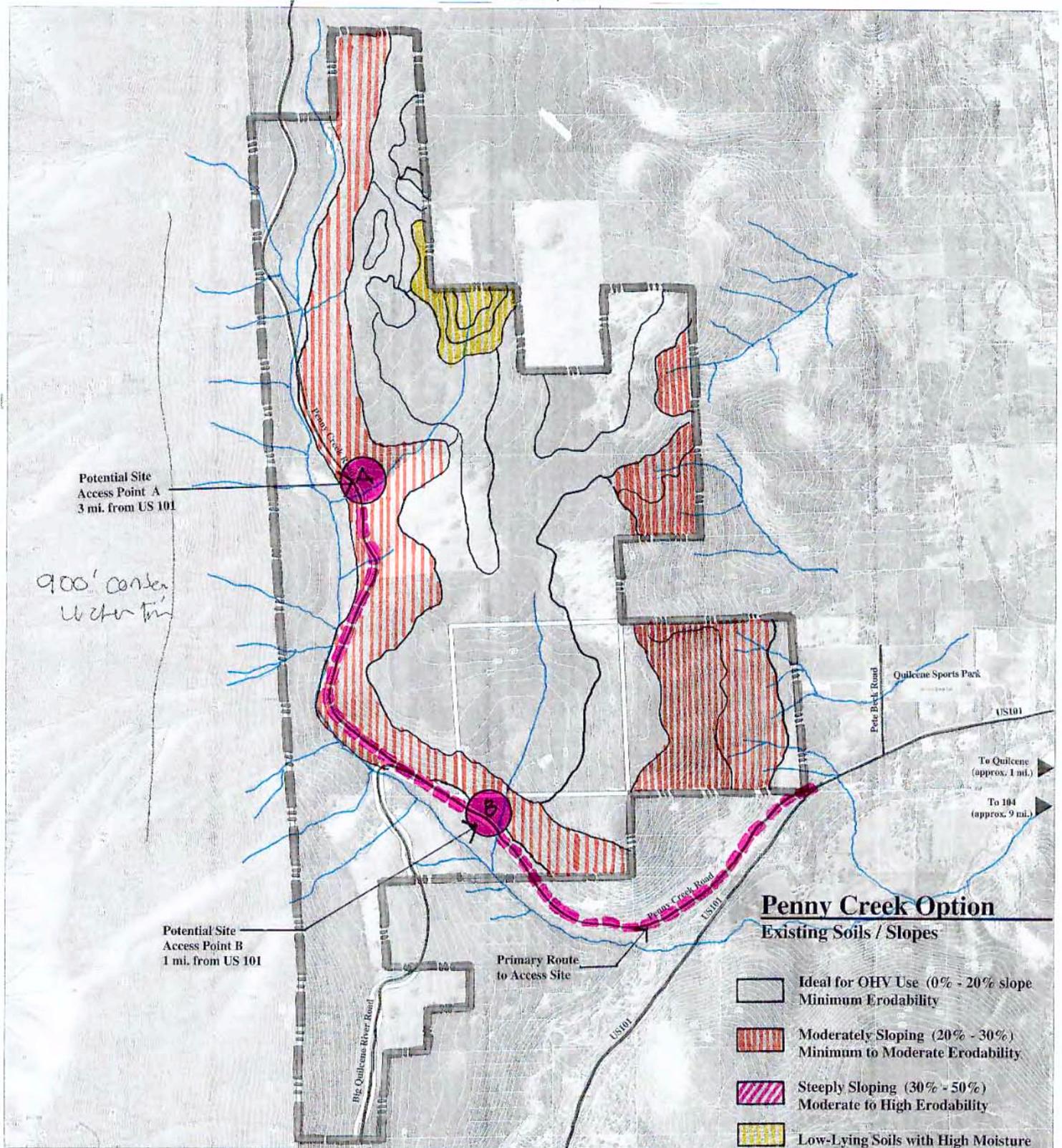
-  Ridge Line / Exposed Slope
-  High Point (knoll, mountain top, etc.)
-  Drainage Way / Wash (unverified)

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4/6/2010
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Map scale and orientation information, including a north arrow and a small inset map showing the location of the site within Jefferson County.

Jefferson County Parks and Recreation Site II - Penny Creek



Potential Site
Access Point A
3 mi. from US 101

900' contour
water line

Potential Site
Access Point B
1 mi. from US 101

Primary Route
to Access Site

Penny Creek Option Existing Soils / Slopes

-  Ideal for OHV Use (0% - 20% slope
Minimum Erodability)
-  Moderately Sloping (20% - 30%)
Minimum to Moderate Erodability
-  Steeply Sloping (30% - 50%)
Moderate to High Erodability
-  Low-Lying Soils with High Moisture

 Property Line	 Stream	 Local Road	 County Park	 National Park
 US 101	 Primary Highway	 Other	 State Park	 Wildlife Area
 7.5'	 Access Road	 Road	 State Street	 Wildlife Refuge
 County Boundary	 Access Road	 State Street	 State Street	 Wildlife Refuge
 Point	 State Street	 National Road		

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Map No. 2016
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Jefferson County Parks and Recreation Site II - Penny Creek



Jefferson County OHV Trail Area Plan Penny Creek Site

Jefferson County, Washington

Penny Creek	Bridge	Local Road	Community Park	National Park
NCEB soils	Primary Highway	Other	County Park	State Park
PLBS	Secondary Road	Private	Golf Course	Wormhole Area
County Boundary	Access Ramp	30' Contour	Military Reserve	Wildlife Refuge
Parcel		BLM	National Forest	

satellite photos were taken and authorized by Washington Dept. of Natural Resources in 2003

Produced by
Jefferson County GIS

July 26, 2006

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Map of Washington State showing the location of Jefferson County.

Numerous wetlands are located along the lower and upper reaches of the stream drainage corridors in the northern portion of the site. Sizable wetlands are located in the north edge of the northern parcel that would require buffering from any OHV trail activity.

Land use – a US Department of Fish & Wildlife fish hatchery is located on Penny Creek south of the principal property holding close to US-101 at the juncture with the Quilcene River. Penny Creek (rock) Quarry is located on Penny Creek Road south of the property boundary and close to US-101.

A Port Townsend water transmission line extends north to the city’s watershed property at Skidder Hill, then north to the city. The line is located on the west side of Penny Creek adjacent to the Olympic National Forest boundary and away from any possible site impacts.

Access - the site can be accessed from an existing logging road located on Penny Creek Road on the southwest boundary 1 mile from US-101, and from additional potential access road locations located 2 miles further north on Penny Creek Road.

Development concepts – would utilize the site as follows:

- OHV activity would be focused on the plateaus and rolling hillsides on the northern parcel west of the ridgeline with Quilcene to avoid visual and noise impacts on residential properties along US-101 and within Quilcene proper.
- The 30% slopes located west of Penny Creek would be retained in woodland cover and free of OHV trail activity to avoid visual and noise impacts on Penny Creek Road and the private property located adjacent to the Olympic National Forest boundary.
- The OHV staging area or trailhead would be located on the plateau at the end of the existing access from Penny Creek Road. Access trails would extend outwards from this staging area to connect with a series of looped trails traveling north across the plateau and rolling hillside.
- Beginner or novice single track trail bike and 2-track ATV loop trails would be developed north from the trailhead or staging area across the plateau.
- Intermediate skill level single track trail bike and 2-track ATV loop trails would be developed at the northwest end of the plateau around a knoll and the wetland buffers.
- Expert skill level single track trail bike and 2-track ATV loop trails would be developed on the south end of the plateau above the existing mining operation.
- 4WD only trails would be developed on the sound end of the plateau west of the ridgeline with Quilcene.
- In total, the concept would provide 7.0 miles of trail bike, 8.0 miles of ATV, and 8.0 miles of 4WD looped trails on the northern parcel.

<i>Skill level</i>	<i>Trail bike</i>	<i>ATV</i>	<i>4WD</i>
Beginner/intermediate trails	4.0	4.0	4.5
Intermediate/expert trails	3.0	4.0	3.5
<i>Total miles</i>	<i>7.0</i>	<i>8.0</i>	<i>8.0</i>

- Non-motorized trail users including hikers, mountain bikers, and equestrians could use the same trailhead or staging area to access viewpoints and other areas on interest from old logging roads in the northern parcel on the western face of the ridgeline with Quilcene.

Advantages – the site and concept plan have the following advantages:

- The large site can be adequately buffered for visual and noise impacts on rural residential properties located on the east along US-101 and within Quilcene.
- OHV trail use areas can be located on top of the plateaus with adequate buffer areas around intermittent streams and the wetland areas sufficient to prevent any runoff or silting of Penny Creek.
- The site has convenient publicly owned access from Penny Creek Road within 1 mile from US-101.

- The site could be serviced from a single trailhead located at the end of an existing public road access on top of the plateau out of sight and sound from Penny Creek Road.
- The site has plenty of room with a large expanse of level to rolling hillsides suitable for beginner to intermediate OHV trail systems with looping trail potentials.
- The site has some diversity of terrain including moderate to steep hills for more advanced OHV trail systems with looping trail potentials.
- The looping trails are extensive enough to allow trail phasing where some are removed from use to provide recovery and restoration periods.
- The site is located close to Quilcene with access to fuel, food, entertainment, and campground services and amenities.
- The south parcel is relatively isolated with limited OHV trail potential and connectivity to the rest of the site and would not be used for OHV activity.
- The site can be developed for other non-motorized activities in a plan that does not create conflicts with OHV uses or adjoining properties.

Disadvantages – the site and concept plan have the following disadvantages:

- Penny Creek Road is 2-lane and paved to the 1 mile entrance to the staging area, but does pass through a residential area and bisects the Penny Quarry operation. OHV enthusiasts would share the road with gravel trucks during-quarry operations.
- The site includes some intermittent stream corridors on the west slopes of the plateau that will need to be buffered and monitored for any erosion or silting runoff from uphill OHV trail activities.
- The site has a large wetland area located north of the intermediate trail area that will need to be buffered from OHV trail activities.
- The site is relatively flat or rolling with little steep areas for advanced skill level trail development. The site could provide more beginner or intermediate trails than needed for general OHV rider use.

Rating – the site was considered to be one of the most feasible initially and after this evaluation is recommended to be considered for more detailed site evaluations.

6.7 OHV user survey on final sites

The consultant conducted a survey following this phase of the OHV Feasibility Study of OHV users within East Jefferson County and the OHV Service Area to determine the characteristics and opinions of likely users of the Skidder Hill or Penny Creek sites. The survey was completed by 74 OHV users – the complete text of which is provided in the Appendix. (The consultant survey duplicated some questions from the first survey conducted in 2005 by the OHV Focus Group – which is also provided in the Appendix.) The consultant’s survey, which had more respondents, had the following major findings.

Characteristics

The characteristics of the respondents to this survey were generally similar to the characteristics of the OHV users who responded to the survey given at the beginning of this OHV Feasibility Study – allowing for statistical variation. For example:

- **Place of residence** – 31% of the mail-back survey respondents lived in Jefferson County including 14% in Port Townsend, 3% lived in Clallam County, 3% in Kitsap, 1% in Mason County, 50% somewhere else, and 14% who did not indicate a place of residence. Of the 50% indicating somewhere else, 12% listed Port Hadlock, Quilcene, or another local community within Jefferson County, the balance listed Pierce County and other areas in Puget Sound.

- **Number of OHV riders per household** – 40% of all survey respondents involved 2 persons from the household, 17% involved 3 persons, and 19% involved 4 or more, while 14% involved a single person. OHV activities are a family event.
- **Years ridden** – 37% of the survey respondents have ridden or driven an OHV over 15 years, less than 5% have ridden or driven an OHV less than a year. 46% have been riders or drivers between 2 and 15 years. OHV activities are generally a long time recreational pursuit.
- **Age group** – 32% of all riders or drivers were between age 35-49, 24% between 50-64, 18% between 25-34, 13% between 18-24, 4% over age 65, and 4% under age 17.
- **Gender** – 73% of all survey respondents were male, 18% female, 9% did not identify a gender.

Site preference

- **Familiarity** – 65% of the survey respondents indicated they were familiar with the characteristics of the Skidder Hill and Penny Creek sites, 18% were not, 13% were not sure, and 4% did not respond.
- **Preference** – 41% of the survey respondents favored Skidder Hill, 32% Penny Creek, 15% another unidentified site, and 12% had no response.
- **Reasons for site preference** – 35% indicated their preference was because the site was closer to their home and more convenient, 32% because the site provided a wider variety of trail options, 29% because the site was more interesting, 26% because the site was more challenging, 18% because the site was close to local services, and stores, and 15% for other reasons.

User behavior

- **OHV vehicle** – 87% of the survey respondents indicated they would drive a 4WD, 33% an ATV, and 24% a trail bike at either site.
- **Skill level trail** – 69% of the survey respondents would use the intermediate trails, 64% the advanced or extreme, and 23% the beginner trails or courses at either site.
- **OHV transport** – 42% of all survey respondents would transport their OHV by trailer, 21% would haul the OHV behind a motor home, 19% would drive their truck to the site, 10% would tow the OHV behind a truck, 3% would tow the OHV in a camp trailer, and 5% had not response.
- **Number of riders per vehicle** – 46% of the OHVs' would be occupied by 2 persons, 23% by 4 persons, 18% by 3 persons, 6% by 5 or more persons, 6% by 1 person, and 1% had no response.
- **Distance** – 40% of all survey respondents would drive between 30-60 minutes to get to either site, 29% for 1-2 hours, 29% for more than 2 hours with 1% with no response.
- **Average stay** – 49% of all survey respondents would stay between 6-12 hours, 45% between 1-3 days, 4% more than 3 days with 3% with no response.
- **Overnight** – 55% of all survey respondents would camp in an RV in the OHV area, 29% would camp at a campground in the local area, 4% in a local motel, 4% at some other means with 8% with no response.
- **Expenditures** – 28% of all survey respondents would spend \$50 in the local area while using the OHV site, 18% \$100, 17% between \$125-150, 12% \$25, 8% \$200, 3% some other amount with 4% with no response.

- **Reason to use the facility** - 74% of all survey respondents would come to the OHV Trail System to ride for pleasure, 9% to watch others ride, 8% to learn how to ride, 5% to compete in an event with 4% with no response.

Frequencies

- **Frequency** - 40% of all survey respondents would frequent the OHV site on a monthly basis, 37% on a yearly basis, 17% weekly, 1% daily, 1% never with 4% with no response.

The remaining frequencies by weekdays, weekends, holidays, spring, summer, fall, and winter seasons were generally similar to the frequencies provided in the survey at the beginning of this OHV Feasibility Study - allowing for standard statistical variations.

Willing to provide support

- **Development** - 63% of all survey respondents indicated they would be willing to help with trail and site development activities, 9% would not, 27% maybe with 1% with no response.

- **Maintenance** - 56% of all survey respondents indicated they would be willing to help with trail and site maintenance activities, 12% would not, 31% maybe with 1% with no response.

- **E&E** - 41% of all survey respondents indicated they would be willing to help with education and safety program activities, 17% would not, 41% maybe with 1% with no response.

- **Stop riding in undesignated areas** - 85% of all survey respondents indicated they stop riding in undesignated, unauthorized areas on private and public lands, 4% would not, 8% maybe with 3% with no response.

- **Abide by rules and regulations** - 90% of all survey respondents indicated they would abide by the rules and procedures, 0% would not, 9% maybe with 1% with no response.

- **Pay volunteer use fees** - 67% of all survey respondents indicated they would be willing to pay a volunteer use fee or donation to help with construction, maintenance, and operating costs, 6% would not, 24% maybe with 3% with no response.

Survey conclusions

In general, the survey indicates OHV users within Jefferson County and the adjacent counties would:

- make effective use of either site,
- be willing to develop, maintain, and monitor user behavior at either site,
- curtail use of undesignated trails on other public and private lands,
- pay volunteer user fees or donations to help pay for site improvements, and
- spend monies in the local economies for campsites and shelter, food, gas, entertainment, and other necessities.

Chapter 7: Implementation

Following is a summary description of the major action plan strategies determined to be important in effectively implementing an OHV Trail System in *East* Jefferson County.

As shown, a number of parties may be responsible for approving, facilitating, leading, and/or participating in the tasks necessary to select a preferred site, complete a master plan and SEPA document, approve and monitor use and security agreements, develop and maintain trailheads, trails, and site improvements – as described in the following summaries.

7.1 Resolve site, use, and operating agreements

The Jefferson County Board of County Commissioners (BOCC) must resolve a feasible and appropriate site, development plan, SEPA mitigation, education, and security enforcement provisions, and property use agreements for the development and operation of an OHV Trails System within East Jefferson County.

1 Review and accept this OHV Feasibility Study

The BOCC should review, assess, and finalize the contents and implications of this OHV Feasibility Study considering comments and suggestions provided by the OHV Focus Group, Washington State Interagency Committee for Outdoor Recreation (IAC), Departments of Natural Resources (DNR), Fish & Wildlife (WDFW), US Forest Service (USFS), Sheriff's Department, Quilcene Fire District, Jefferson County Parks Advisory Board, and the public.

Action

- Jefferson County Parks & Recreation Advisory Board – will review this OHV Feasibility Study and the accompanying SEPA Checklist on the most feasible DNR sites. Following the Board's review, the Board will forward this OHV Feasibility Study along with any recommendations to the BOCC for action.
- Jefferson County Board of County Commissioners – will review this OHV Feasibility Study, the SEPA Checklist on the most feasible DNR sites, and the Parks & Recreation Advisory Board recommendations and comments. The BOCC will resolve the final contents of this OHV Feasibility Study and the following implementation tasks and-determine further action.

Funding

This OHV Feasibility Study has been funded by the Washington State Interagency Committee for Outdoor Recreation (IAC) under the Non-highway Off-Road Vehicles Activities (NOVA) Program with matching services provided by the Jefferson County Parks & Recreation Division and the OHV Focus Group.

2 Resolve a preferred site

The BOCC will resolve which of DNR's most feasible sites (Skidder Hill or Penny Creek) or any other public or private property is determined to be the preferred site for an OHV Trails System in East Jefferson County for the purposes of initiating detailed planning, development, and operating efforts.

Action

- Consult with DNR and others on selection of preferred site – the Jefferson County Parks & Recreation Division will consult with IAC, DNR, WDFW, US Forest Service, Jefferson County Sheriff's Office, Fire District #2, and other agencies on the selection of a preferred OHV Trails Systems site. The preferred site may be the DNR properties on Skidder Hill or Penny Creek analyzed in this document - or a private parcel (which may be traded for DNR forestland) should the BOCC determine an alternate site is more appropriate.

Jefferson County OHV Trail Systems Implementation Plan

Participants

- A=approval role
- F=facilitator role
- L=lead management role
- P=participant role

1. Washington State Interagency Committee for Outdoor Recreation (IAC)
2. Washington State Department of Natural Resources (DNR)
3. Washington State Department of Fish & Wildlife (WDFW)
4. Olympic National Forest Service (USFS)
5. Jefferson County Board of County Commissioners (BOCC)
6. Jefferson County Public Works/Parks Division
7. Jefferson County Sheriff's Department
8. Jefferson County Fire District #2
9. Jefferson County Parks Advisory Board
10. OHV and non-motorized user organization volunteers et al
11. Public - county property owners/residents

Tasks	Implement in year											Funding sources							
	1	2	3	4	5	6	7	8	9	0	1	1	2	3	4	5	6	+	
7.1 Resolve site/use and operating agreements																			
1 Review/accept OHV Feasibility Study	A	A			A	L	P	P	P	L	P	X							IAC grant/BOCC matching funds
2 Resolve a preferred site	F	A			A	L	P	P	P	L	P	X							DNR/BOCC/private
3 Complete master plan/SEPA on preferred site	A	A	P	P	A	L	P	P	P	L	P	X	X						IAC grant/BOCC matching funds
4 Resolve E&E agreements/grants	A	A			A	L	A	A		L	P		X	X	X	X	X	X	NOVA E&E grant
5 Sign interlocal agreements on preferred site	F	A			A	L	P	P		L	P	X							BOCC
7.2 Develop OHV trail systems																			
6 Develop staging area/trailhead		A			A	L				L				X					NOVA ORV grant/DNR/user volunteers
7 Install Camp-Host monitoring option		A			A	L	P	P		L				X					NOVA E&E grant/user volunteers
8 Develop OHV trail systems		A	P		A	F				L				X					NOVA ORV grant/DNR/user volunteers
9 Install trail signage		A			A	F				L				X					NOVA ORV grant/DNR/user volunteers
10 Develop non-motorized/other activities		A			A	F				P				X					NOVA NHR/NM grants
7.3 Monitor/maintain OHV site activities																			
11 Monitor/maintain site/trailhead/trails		A			A	F				L				X	X	X	X	X	DNR/agencies/user volunteers
12 Conduct annual assessments	P	A	P	P	A	L	P	P	P	L	P			X	X	X	X	X	DNR/user volunteers

1 2 3 4 5 6 7 8 9 0 1 X - indicates completion

For illustration purposes, DNR roles identified above assume the preferred site is a DNR property.

- Issue SEPA Checklist – the Jefferson County Parks & Recreation Division and Community Development Department will issue a SEPA Checklist to the appropriate federal, state, regional, and other interested agencies including the public for review and comment. The SEPA Checklist may be the same provided in the appendix to this OHV Feasibility Study if the preferred site is Skidder Hill or Penny Creek – or a similar document if the preferred site is another property in East Jefferson County.
- Review and respond to SEPA Checklist comments – the Jefferson County Parks & Recreation Division and Community Development Department will review and respond to all comments. Based on the SEPA Checklist and comments, the Parks & Recreation Division and Community Development Department will determine the scope of a subsequent master planning and SEPA documentation scope on the preferred OHV Trails System site.

Funding

The resolution of a preferred site will be a shared cost or effort by the BOCC, DNR, and private parties.

3 Develop a master plan/SEPA document on preferred site

Based on the results of task 2, the Jefferson County Parks & Recreation Division, and DNR with input from fire, safety, and emergency response agencies, OHV user organizations, non-motorized user organizations, and the public will initiate a master planning/SEPA process on the preferred OHV Trail Systems site.

Action

- Identify existing conditions and potential impacts – the Jefferson County Parks & Recreation Division will complete a detailed inventory of the preferred site including the existing condition, capabilities, and potential impacts of OHV trailhead, trails, and related activities on physical attributes including soils, surface and ground water, slope and soil erosion, plants, and animals. The Parks & Recreation Division will also complete a detailed assessment of the existing condition, capabilities, and potential impacts on human attributes including air and noise, land use, transportation, public and emergency services, parks and recreation, aesthetic, and cultural features.
- Develop plan elements/SEPA mitigations – based on the assessments above, the Jefferson County Parks & Recreation Division, DNR (if DNR lands are involved), the Jefferson County Sheriff's Office, Fire District #2, OHV and non-motorized user organizations, and public will develop detailed master plan elements for access roads, staging areas and trailheads, OHV trails, non-motorized trails and activities, emergency and security responses, and on-going maintenance that mitigate the identified conditions and impacts.
- Issue master plan/SEPA document – the Jefferson County Parks & Recreation Division and Community Development Department will issue the master plan/SEPA documentation for the preferred site to the appropriate federal, state, regional, and other interested agencies including the public for review and comment.
- Review and respond to master plan/SEPA document comments – the Jefferson County Parks & Recreation Division and Community Development Department will review and respond to all letters of comment. Based on the SEPA comments, the Parks & Recreation Division and Community Development Department will refine any condition and impact assessments, and identify any plan mitigations not previously defined.

Funding

Master plan/SEPA document development may be funded by the Washington State Interagency Committee for Outdoor Recreation (IAC) under the Non-highway Off-Road Vehicles Activities (NOVA) Program with matching services and/or funds provided by the Jefferson County Parks & Recreation Division. DNR may also provide planning funds if the final preferred site involves DNR property.

4 Resolve E&E agreements and grants for preferred site

Based on the results of task 3, the BOCC will resolve inter-local agreements with the US Forest Service, DNR (if DNR lands are involved), the Jefferson County Sheriff's Office, Fire District #2, and other fire, safety, and emergency response agencies, and OHV and non-motorized user organizations regarding education and enforcement (E&E) activities for an OHV Trails System on the preferred site.

Action

- **E&E agreement with agencies** – the BOCC will enter into fire, safety, and emergency response agreements with the US Forest Service, DNR (if DNR lands are involved), Jefferson County Sheriff's Office, Fire District #2, and other fire, safety, and emergency response agencies to provide services to the preferred OHV Trails System site. The agreements will specify roles and responsibilities, routine and emergency response duties, staff and equipment requirements, and methods of reimbursing the agencies for response to the preferred OHV Trails System site.
- **E&E agreement with OHV and non-motorized user organizations** - the BOCC will thereupon enter into an education and enforcement (E&E) agreement with OHV and non-motorized user organizations interested in using the OHV Trails System. The agreements will specify the roles and responsibilities, routine and emergency response duties, volunteer requirements, and methods of monitoring and coordinating user compliance with all rules and regulations governing the OHV Trails System. The agreements will also specify implications that may be invoked for noncompliance by members of each signing OHV and non-motorized user organization.

Funding

Education and enforcement (E&E) operations may be funded on 2-year cycles by the IAC under the NOVA Program with matching services and/or funds to be provided by OHV and non-motorized user volunteers. DNR may also provide E&E funds and/or services if the final preferred site involves DNR property.

5 Sign inter-local agreements on preferred site

Based on the results of task 3 and 4, the BOCC will resolve an inter-local agreement with the preferred OHV Trails System site property owner regarding the long term use, development, and operation of an OHV Trails System.

Action

- **Use agreement with property owner** – the BOCC will enter into a purchase, transfer, or long-term (25 years or more) lease agreement with the property owner of the preferred OHV Trails System site. The agreement will specify ownership, management, use, timber harvest, and other particulars concerning the development, operation, and maintenance of an OHV Trails System on the site.
- **Use agreement with OHV and non-motorized user organizations** - the BOCC may thereupon enter into a use, management, operations, maintenance, and security agreement with each OHV and non-motorized user organization that will be involved with specific site activities. The agreement will specify all particulars concerning the development, operation, and maintenance of an OHV Trails System on the site including which functions each organization may be responsible for. The OHV and non-motorized user organizations constituted under the agreement may include the following participating and signatory members or representatives:

Agencies – Washington State Department of Natural Resources (DNR), Fish & Wildlife (WDFW), US Forest Service (USFS), Jefferson County Parks & Recreation Division, Sheriff's Office, and Fire District #2,

Trail bike user organizations – Olympic Peninsula Motorcycle Club, Northwest Motorcycle Association, Independent Motorcycle Club, Unaffiliated Dirt Bikes,

ATV user organizations – Washington State Quad Riders,

4WD user organizations – Just Jeep Junkies Club, Olympic Trailblazers Club, Independent 4x4s, Wolf Pack 4x4 Club, Mud Toy 4x4 Club, Pacific Northwest 4-Wheel Drive Association, United 4-Wheel Drive Association,

Non-motorized trail user organizations – Backcountry Horsemen of Washington, Olympic Peninsula Bicyclists, Washington State Trails Association,
Public-at-large representatives – Quilcene business community and citizens, Snow Creek Homeowners Association, Olympic Resource Management,

Funding

The resolution of a use agreement with the property owner and OHV and non-motorized user organizations will be a shared cost or effort by the BOCC and DNR (if DNR lands).

7.2 Develop OHV Trails System

The Jefferson County Parks & Recreation Division, DNR (if DNR lands are involved), and OHV and non-motorized user volunteers will initiate development of the OHV Trails System plan elements approved by the BOCC in tasks 3-5.

6 Develop an OHV staging area and trailhead

The Jefferson County Parks & Recreation Division and DNR (if DNR lands are involved) will complete final design documents and oversee improvements for a public access road and OHV staging area and trailhead on the preferred OHV Trail Systems site.

Action

- Improve public access road – depending on the characteristics of the selected site, the Jefferson County Parks & Recreation Division and DNR will complete final design or construction drawings necessary to initiate improvements to the public roadway access to the OHV Trails System site. Roadway improvements will be sufficient to provide access to the site for OHV drive-in vehicles and trailers, recreational vehicles, and all forms of emergency response vehicles during normal and peak events. The improvements will also provide security gates, fences, and other barriers so that the access and site can be secured during use closures.
- Develop staging area and trailhead – the Jefferson County Parks & Recreation Division and DNR will design and complete construction drawings necessary for development of the OHV staging area and trailhead on the OHV Trails System site. The trailhead will be developed to provide parking for vehicles and trailers, vehicle breakdown and repairs, recreational vehicle camping, and emergency vehicle or airlift staging during normal and peak events. The improvements may include fences and other barriers that prevent non-OHV vehicles from intruding beyond the staging area or trailhead into the site and trails system. Depending on the selected site, the trailhead may also provide water, power, emergency telecommunications, restrooms, and other services.

Funding

OHV staging area and trailhead development will be funded by the IAC under the NOVA Program with matching services and/or funds provided by the Jefferson County Parks & Recreation Division. DNR may also provide development funds and/or services if the final preferred site involves DNR property.

7 Install Camp-Host monitoring option

As an E&E option, the Jefferson County Parks & Recreation Division and DNR (if DNR lands are involved) could construct or install a temporary quarters on the OHV Trails System site to house a Camp-Host to be staffed by fire, safety, and emergency response agency personnel and/or OHV and non-motorized user volunteers.

Action

- Construct/install Camp-Host quarters – depending on the characteristics of the selected site, the Jefferson County Parks & Recreation Division and DNR may

complete final design or construction drawings necessary to construct or install a temporary modular or trailer facility for an on-site Camp-Host. The facility could be provided with site trail maps, rules and regulations, emergency telecommunication connections, and other services with which to inform, monitor, and initiate fire, security, or other emergency responses. The facility could adjoin the staging area or trailhead and share water, power, telecommunications, restrooms, and other trailhead services.

- Staff and operate Camp-Host function – based on the agreements resolved with the BOCC in tasks 3 and 4, fire, safety, and emergency response agencies and/or OHV and non-motorized user volunteers could provide trained and experienced volunteer staff with which to operate the Camp-Host facility on a rotating schedule. Camp-Host volunteers could be jointly trained by the fire, safety, and emergency response agencies in accordance with the agreements resolved with the BOCC in task 4.

Funding

Camp-Host facilities and volunteer training could be funded by the IAC under the NOVA Program (including E&E) with matching services and/or funds provided by the Jefferson County Parks & Recreation Division, fire, safety, and emergency response agencies, and OHV and non-motorized user volunteers. DNR may also provide development funds and/or services if the final preferred site involves DNR property.

8 Develop OHV trail systems

OHV user volunteers, under the direction of the Jefferson County Parks & Recreation Division and DNR (if DNR lands are involved) will buffer and construct the OHV trails system including beginner, intermediate, and advanced skill level loop trails and trail rest areas for trail bikes, ATVs, and 4WD vehicles indicated in the adopted OHV Trails System master plan/SEPA documents. Each OHV user organization will be responsible for developing and maintaining the trails that relate to their organization's use and interest in accordance with the organization's agreements with the BOCC.

Action

- Identify and buffer critical and sensitive areas – based on the master plan/SEPA documents approved in tasks 3-5, the Jefferson County Parks & Recreation Division and DNR will locate and stake out all critical and sensitive areas to be buffered or protected from OHV and any other on-site activities. OHV user volunteers will plant, construct, and/or erect barriers around intermittent streams, wetlands, steep slopes, erosion-risk soils, wildlife habitat, aesthetic, and cultural features.
- Develop OHV trails – based on the master plan/SEPA documents approved in tasks 3-5, the Jefferson County Parks & Recreation Division and DNR will locate and stake out the routes, configurations, widths, and other particulars for the series of looped, crossing, and spur or trunk beginner, intermediate, and advanced skill level trails and rest areas for trail bikes, ATVs, and 4WD vehicles. OHV user volunteers will clear, grade, construct, install course obstacles, off-trail barriers, and other features of the trail system that relates to their use and interest.

Funding

Trail design, construction materials, and oversight costs could be funded by the IAC under the NOVA Program with matching services and/or funds provided by the Jefferson County Parks & Recreation Division. Labor will be provided by OHV user volunteers for the trails that relate to each volunteer's OHV use and interest. DNR may also provide development funds and/or construction oversight services if the final preferred site involves DNR property.

9 Install OHV trails system signage

OHV user volunteers, under the direction of the Jefferson County Parks & Recreation Division and DNR (if DNR lands are involved), will install site trails signage including site directories with rules and regulations, trail locations and

routes for beginner, intermediate, and advanced skill level loop trails and trail rest areas for trail bikes, ATVs, and 4WD vehicles.

Action

- Develop signage particulars – based on the master plan/SEPA documents approved in tasks 3-5, the Jefferson County Parks & Recreation Division and DNR will design and have constructed a system of permanent, durable signs posting rules and regulations, trail locations and routes, no-access or restricted areas, and other directory and informational contents.
- Install OHV trail signage – based on the master plan/SEPA documents approved in tasks 3-5, the Jefferson County Parks & Recreation Division or DNR will locate and stake out the placement of the signage system. OHV user volunteers will install the signage system at the trailhead, staging areas, and along the trails system.

Funding

Signage design, construction materials, and oversight costs could be funded by the IAC under the NOVA Program with matching services and/or funds provided by the Jefferson County Parks & Recreation Division. Labor will be provided by OHV user volunteers. DNR may also provide signage development funds and/or construction oversight services if the final preferred site involves DNR property.

10 Develop non-motorized trail systems and other activities

Non-motorized trails user volunteers, under the direction of the Jefferson County Parks & Recreation Division and DNR (if DNR lands are involved), will buffer and construct non-motorized hike, mountain bike, and horse trails through non-OHV trails activity areas.

Action

- Identify and buffer critical and sensitive areas – based on the master plan/SEPA documents approved in tasks 3-5, the Jefferson County Parks & Recreation Division and DNR will locate and stake out all critical and sensitive areas to be buffered or protected from non-motorized trail and any other on-site activities. Non-motorized user volunteers will plant, construct, and/or erect barriers around intermittent streams, wetlands, steep slopes, erosion-risk soils, wildlife habitat, aesthetic, and cultural features.
- Develop non-motorized trails – based on the master plan/SEPA documents approved in tasks 3-5, the Jefferson County Parks & Recreation Division and DNR will locate and stake out the routes, configurations, widths, and other particulars for the series of looped, crossing, and spur or trunk hike, mountain bike, and horse trails. Non-motorized trail user volunteers will clear, grade, construct, install off-trail barriers, and other features of the non-motorized trail system.

Funding

Trail design, construction materials, and oversight costs could be funded by the IAC under the NOVA Program (under the NM or Non-motorized and NHR or Non-highway Road programs) with matching services and/or funds provided by the Jefferson County Parks & Recreation Division. Labor will be provided by non-motorized trail user volunteers. DNR may also provide development funds and/or construction oversight services if the final preferred site involves DNR property.

7.3 Maintain/monitor OHV site activities

11 Monitor and maintain site, trailhead, and trail activities

OHV and non-motorized trail *user* volunteers, under the direction of the Jefferson County Parks & Recreation Division and DNR (if DNR lands are involved), will monitor education and enforcement activities, and maintain site, trailhead, trail, and all other OHV and non-motorized improvements.

Action

- Monitor education and enforcement activities – based on the agreement in task 4, OHV and non-motorized user volunteers will staff and operate the Camp-Host

facility, provide information and education concerning OHV site rules and regulations, coordinate fire, safety, and emergency responses with appropriate agencies, and monitor user compliance with the provisions established for the OHV Trails System site.

- Maintain buffers for critical and sensitive areas – OHV and non-motorized trail user volunteers will replant, reconstruct, and/or re-erect barriers around intermittent streams, wetlands, steep slopes, erosion-risk soils, wildlife habitat, aesthetic, and cultural features from any periodic encroachment or impact from OHV, non-motorized, and other on-site activities.
- Maintain OHV and non-motorized trails – OHV and non-motorized trail user volunteers will re-clear, re-grade, reconstruct, reinstall off-trail barriers, and otherwise maintain and repair features of the OHV and non-motorized trail systems for periodic maintenance and repairs. Depending on the season, OHV and non-motorized trail user volunteers will temporarily retire or phase use of high volume trails to allow for trail restorations

Funding

Trail maintenance materials and oversight costs could be funded by the IAC under the NOVA Program (under the ORV, NM or Non-motorized, and NHR or Non-highway Road programs) with matching services and/or funds provided by the Jefferson County Parks & Recreation Division. Labor will be provided by OHV and non-motorized trail user volunteers. DNR may also provide maintenance materials and/or construction oversight services if the final preferred site involves DNR property.

12 Conduct periodic assessments and reports

On a periodic basis, the Jefferson County Parks & Recreation Division, DNR (if DNR lands are involved), fire, safety, and emergency response agencies, and OHV and non-motorized user organizations will assess OHV Trails System site emergency incidents and responses, education and enforcement activities, user behaviors and compliance with rules and regulations, critical and sensitive area impacts, trail use and maintenance requirements, and other operating particulars.

Action

- Assess fire, safety, and emergency incidents – the Jefferson County Parks & Recreation Division, DNR (if DNR lands are involved), WDFW, US Forest Service, Jefferson County Sheriff's Office, and Fire District #2 will assemble fire, safety, and emergency incident data for the OHV Trails System and the resulting response requirements and outcomes. The assessment will determine if proscribed procedures were effective and/or if the E&E agreements resolved in task 4 need to be reaffirmed, revised, or updated.
- Assess critical and sensitive area impacts – the Jefferson County Parks & Recreation Division, DNR (if DNR lands are involved), WDFW, and US Forest Service will inventory the critical and sensitive areas and buffer improvements on the site. The assessment will determine if proscribed buffers, barriers, rules and regulations, and other procedures were effective and/or if impact mitigation improvements, procedures, or other use features need to be reaffirmed, revised, or updated.
- Assess OHV and non-motorized trails – the Jefferson County Parks & Recreation Division, DNR (if DNR lands are involved), OHV and non-motorized trail user organizations will inventory the access road, staging area and trailhead, optional Camp-Host facility, and all OHV and non-motorized trails on the site. The assessment will determine if proscribed trail design standards, improvements, maintenance, and use rules and regulations, and other activities were effective and/or if trail designs, improvements, procedures, or other use features need to be reaffirmed, revised, or updated.

Funding

Periodic OHV Trails System site assessments and reports should be funded by the Jefferson County Board of County Commissioners and DNR (if DNR lands are involved). Labor will be provided by OHV and non-motorized trail user volunteers.