

Appendix D.1: Focus Group Notes – 18 July 2006

The first public workshop to review potential OHV use areas was held at Port Townsend Community Center on July 18, 2006. Following are statements made by workshop participants regarding site selection criteria:

- 4WD and quads can share the same trails, but must be separate from motorcycles.
- When motorcycles and jeeps share the same trail the trail ends up getting expanded as motorcycles create a new trail(s) going around the slower jeeps.
- All trails should be rated and signed according to the degree of difficulty as follows:
 - Green = Easy
 - Blue = Moderate
 - Black = Difficult
- Rated trails should still have periodic interconnections to accommodate with vehicle breakdown access.
- Certain areas should be left open for rotating use to allow for vegetation restoration.
- DNR Policy – all DNR land will be evaluated for timber harvesting, though harvesting would be done in phases to keep some areas open.
- DNR Land – County trust land can be re-conveyed. School trust land cannot be re-conveyed.
- DNR has found that with a grade of 50% or steeper trail stability is difficult. A 25% or less grade is best.

Following is a summary of advantages and disadvantages of each potential site:

#1 SKIDDER HILL

<p><u>Site Advantages</u></p> <ul style="list-style-type: none"> • Good buffer potential • Large total area • Good public access • Good diversity of terrain • Site allows phasing of development • Close for access • Good looping potential • Could use one trailhead 	<p><u>Site Disadvantages</u></p> <ul style="list-style-type: none"> • Runoff and erosion to the east • DNR would prefer a re-conveyance and lease
--	--

#2 DABOB

<p><u>Site Advantages</u></p> <ul style="list-style-type: none"> • Central location • Easy to develop • Inter loop opportunity 	<p><u>Site Disadvantages</u></p> <ul style="list-style-type: none"> • Terrain could result in an echo chamber effect • Music festival nearby • West side is too steep for 4WD • Small site • Several residents to the west • Lack of diversity • Hard to identify degrees of difficulty • Impacts on stream • Wetland to west • Access is through private property (Pope)
--	--

#3 DROPPED FROM CONSIDERATION (TOO SMALL)

#4 PHILLIPS ROAD

<u>Site Advantages</u> <ul style="list-style-type: none">• Similar to #2 Dabob	<u>Site Disadvantages</u> <ul style="list-style-type: none">• All school trust land• Pope land to the north• Access from only one public access• Not diversified• Homes nearby at "Port Ludlow"• Ludlow Creek may be impacted
---	---

#5 LINDSEY HILL

<u>Site Advantages</u> <ul style="list-style-type: none">• Large size• Could phase use• Challenging• Close to Quilcene store for fuel• Would stimulate economy• Desired by County commissioners	<u>Site Disadvantages</u> <ul style="list-style-type: none">• Potential runoff to Tarbo Bay• Conservation area at sand pit at north end of bay "NRCA"• The gravel road is through the site is a logging road also used as an emergency road out of Quilcene• Southwest recently logged• Probable wetlands• Sandy clay soil that is highly erosive• Potential impact on houses
---	--

#6 TARBO LAKE SOUTH

<u>Site Advantages</u> <ul style="list-style-type: none">• Has two distinct sides• Easy ride and hill climb opportunities• Good staging area• Close to store• Close to camping• Could easily separate trails for rating	<u>Site Disadvantages</u> <ul style="list-style-type: none">• Access has been restricted• Pope property north and south sides• Small site• Not easily managed with power lines present
---	--

#7 COYLE ROAD

<u>Site Advantages</u> <ul style="list-style-type: none">• Good access• Two loop trail potential• North side is more diverse and larger than south side	<u>Site Disadvantages</u> <ul style="list-style-type: none">• Houses close to ridge on west• Potential impact on commercial oyster beds in the bay• Creeks limit use
--	---

#8 TARBO LAKE

<u>Site Advantages</u> <ul style="list-style-type: none">• Large• Accessible• Could build diversity• Very visible• Low noise potential	<u>Site Disadvantages</u> <ul style="list-style-type: none">• Power lines• Very flat• Wetlands south• Tributaries• Road Crossing• Highway bisects site
---	--

#10 DEVILS LAKE

<u>Site Advantages</u> <ul style="list-style-type: none">• Diverse site• Large	<u>Site Disadvantages</u> <ul style="list-style-type: none">• No public access• Would be difficult to negotiate a long term access lease for access• No public access - multiple owners along road• DNR easement for maintenance only• Lake is in NRCA• Small size
--	--

#11 PENNY CREEK

<u>Site Advantages</u>	<u>Site Disadvantages</u>
<ul style="list-style-type: none">• Two public access points• Large site• Diversity of terrain• Close to store and camping• Could phase use	<ul style="list-style-type: none">• Potential impacts on Penny Creek

RANKING OF SITES

Workshop participants voted on the ranking of sites for further detailed study.

Approved For Detailed Study		Dropped From Further Study	
<u>Site</u>	<u>Votes</u>	<u>Site</u>	<u>Votes</u>
Skidder Hill	8	Phillips Road	0
Dabob	7	Tarbo Lake	2
Lindsey Hill	7	Coyle Road	0
Devils Lake	7	Tarbo Lake	4
		Penny Creek	5

Appendix D.2: Focus Group Notes – 15 August 2006

The second public workshop to review potential OHV use areas was held at Port Townsend Community Center on 15 August 2006. Following are comments made by workshop participants regarding site selection criteria:

Use Areas

- Are to contain a variety of terrain with connecting trails between use areas.
- Use Area will be a controlled environment. User groups will police, maintain, and manage the area.

Trail Characteristics

- 4WD/ATV trails would be separate from motorcycle trails.
- There should be a varying degree of difficulty for each.
- There should be one-way direction only.
- 4WD trail speed is quite slow to negotiate the terrain and obstacles.
- All 4WD vehicles must be street legal.

DNR Land

- As public land, the area will remain open to the public and not restricted to OHV use exclusively, if an area is designated for OHV use.

Equestrian

- Typically equestrian trailheads are separated from OHV trailheads for safety.

Camping

- Overnight camping may be allowed in the staging area, but there would be no services or improvements.

SEPA Review

- Environmental review would be conducted on the selected site.
- All proposed trails must go through SEPA review.

Emergency Management

- All sites must be reviewed for emergency management.

DNR Experience

- Designated OHV use areas have shown to result in fewer problems as the areas are more easily managed through the cooperation of the user groups.

Following is a summary of comments expressed by workshop participants of advantages and disadvantages of each potential site:

#1 SKIDDER HILL

<p><u>Site Advantages</u></p> <ul style="list-style-type: none"> • Least populated of the areas considered • Good diversity • Probably least noise impact on population of the areas being considered 	<p><u>Site Disadvantages</u></p> <ul style="list-style-type: none"> • Elk migration impacts • Proposed trailhead is too close to wet area • Water quality impact • Possible impact on adjacent land held by timber interests
--	--

#2 DABOB

<p><u>Site Advantages</u></p> <ul style="list-style-type: none"> • Site is centrally located • More accessible to emergency vehicles 	<p><u>Site Disadvantages</u></p> <ul style="list-style-type: none"> • Proximity to classical music festival (Sat & Sun) • May have been recent Salmon enhancement near the site • Topography does not provide a natural buffer from surrounding population
--	---

	<ul style="list-style-type: none"> • Can't use the northwest access point shown on plan
--	--

#5 LINDSEY HILL

<p><u>Site Advantages</u></p> <ul style="list-style-type: none"> • Some 4WD people are deputized 	<p><u>Site Disadvantages</u></p> <ul style="list-style-type: none"> • Flat - little diversity • Eagle habitat • Heavy traffic - vehicles & pedestrians • Only alternate access off the ridge (emergency route) • Several logging trucks present • Would be noisy (amphitheater affect) • Potential pollution of the Hood Canal • Access to the site is risky on the existing road • The Road (1000 RD) is very busy during hunting season • Public concern about even more use once the site is publicized for use • Difficult to control access • Potential noise into the valley at use area #1 • Heavily populated with residential
--	--

#10 DEVILS LAKE

This site deemed too small thus dropped from further consideration.

#11 PENNY CREEK

<p><u>Site Advantages</u></p>	<p><u>Site Disadvantages</u></p> <ul style="list-style-type: none"> • Noise • Impact on river • Existing multiple use (impacts on those)
--------------------------------------	--

RANKING OF SITES

Workshop participants voted on the ranking of sites for further detailed study.

<u>Approved For Detailed Study</u>		<u>Dropped From Further Study</u>	
<u>Site</u>	<u>Votes</u>	<u>Site</u>	<u>Votes</u>
Skidder Hill	14	Devils Lake	0
Dabob	4		
Lindsey Hill	0		
Penny Creek	13		

Appendix D.3: Focus Group Notes – 12 September 2006

A User Group planning meeting was held at Port Townsend Community Center on 12 September 2006.

The following comments were made:

Public Attendees

20 minutes was allocated at the beginning of the meeting for comments and questions from citizens who attended the meeting. Questions and comments made, with some initial responses from the User Group, are as follows:

- **What are the specific criteria for site selection?** Some, but not all, of the criteria are topography, accessibility, environmental issues, proximity to residential areas, water quality, runoff, erosion, soils, availability of existing trails to minimize construction costs.
- **Are the two sites being discussed tonight the only two left or are the other sites still being considered?** None of the sites have been eliminated. All of the sites have been ranked and some of the sites previously considered were dropped in the rankings. The two sites being considered are currently at the top of the list and were chosen for additional study. If they prove unfeasible, then the next lower sites will be chosen for further study. Additional sites not currently on the list could be added. If the public knows of potential sites, please contact Matt Tyler - 360-385-2221.
- **What is the County's involvement?** Several options are being considered at this time.
- **How will emergency services be handled?** Too early to tell, but an emergency action plan will have to be written, reviewed, and approved before the park is opened.
- **What happens when the current OHV members pushing this park get old, move, or lose interest?**
- **Who takes care of this site long term?**
- **How can you expect this process to take a couple of months if all the environmental tests and studies you are speaking of will take so long to complete?** Once a site has been chosen and the County Commissioners agree to move ahead, additional studies will then be undertaken. This is only a feasibility study to identify the sites having the best potential. Scientific studies are not part of the current process.
- **Where are the egress areas for each site?** Too early in the process to tell. We only have conceptual ideas.
- **Will the County be funding the maintenance or providing maintenance for the park?** IAC will fund maintenance through grants. The plan now is for user groups to provide maintenance.
- **How many organized clubs and members are going to use this site? How many unaffiliated users? Estimated number of users?**
- **How much will each site be developed?**
- **We need more information on the access areas / trail systems and their development (parking, restrooms, facilities, trail construction, etc.) to give good feedback to you.** If you attend next week's public forum, more information will be available at that time.
- **What sources of funding will pay for the long-term maintenance and management of the park?**
- **How does the county Parks and Recreation Department plan to avoid ending up with the burden of long-term care for this site; thereby, taxing existing needs.**
- **Why can't the State of Washington DNR / Parks construct, manage, and operate this park?**

Schedule

- Matt Tyler, reviewed notes from an earlier meeting regarding the schedule and progress of the project. those notes are attached.

User Group

- It was suggested that the User Group add a representative from the Quilcene area who is not an OHV enthusiast.
- Need to create a list of partners supporting the project: business owners, chamber of commerce, etc.

Conceptual Designs

Don Campbell reviewed progress on the two sites (Penny Creek and Skidder Hill) and received the following comments:

- Steering Committee generally liked the concepts. Both sites appeared to have sufficient space for all needs.
- Need to balance use areas as follows: expert - 30%, intermediate - 40% - 50%, beginner - 20% - 30%.
- Remember that many families use the OHV parks, make sure you provide terrain where the entire family can ride together.
- Sites that are steep and hilly and do not provide relief (flat areas) can be difficult and tiring - can take the fun out of the experience.
- Prefer staging areas screened from the access road.
- Trails must begin from the staging area - especially for quads.
- Hill climbs and expert-level climbing trails do not have to be very long!

#1 - Skidder Hill

<p><u>Site Advantages</u></p> <ul style="list-style-type: none">• Appears to have a good diversity of terrain but the site is generally very steep.• Plenty of space for primary areas for all skill levels and for secondary areas that can be used when the primary areas are rested.• Access is on the land - no access across private land is required.• Use areas hidden from surrounding properties by topography.	<p><u>Site Disadvantages</u></p> <ul style="list-style-type: none">• Could have larger percentage of "expert" terrain than desired.• Proposed access point could be compromised by steep gully.• Could possibly be too steep - minimal level areas.• Access road is narrow and passes through significant, rural, residential housing.
--	--

#11 - Penny Creek

<p><u>Site Advantages</u></p> <ul style="list-style-type: none">• Appears to have good diversity of terrain, but may be too flat.• Plenty of space for primary areas for all skill levels and for secondary areas that can be used when the primary areas are rested.• Access is on the land - no access across private land is required.• Use areas hidden from surrounding properties by topography.• Three potential staging areas along access road.• Residential areas along access road is minimal.• Existing rock quarry at beginning of access road establishes a precedent for noise, big trucks, etc.	<p><u>Site Disadvantages</u></p> <ul style="list-style-type: none">• Could be a beginner to intermediate-level site - not enough expert areas (not steep enough).• Access road is narrow and passes through minimal residential housing.• Could be too close to Quilcene if noise is an issue.
--	---

Next Step

- Prepare for Public Forum on the 19th. BDA to provide more finished graphics. Don Campbell to contact Doug Noltemeir with Jefferson County Public Works to try to obtain electronic files of the two sites. If Don cannot obtain the files in time, he will have to come up with a compromise that improves the graphics but

is still hand-drawn. It may not be perfect, but it will be better than the materials used tonight.

- BDA to provide large scale area map showing the two sites in relation to Port Townsend, Quilcene, Hood Canal, SR101, etc.
- BDA will provide boards for each item investigated at the sites (soils, topography, existing conditions,) and the concept plan for each site. Better color - more finished graphics.
- Neil will email to Don a set of photographs that he would like enlarged so that they can be mounted on the walls at Tuesday's meeting.
- Plan for the Public Forum on Tuesday will be to have boards from each site mounted on the walls, but separated enough so that members of the User Group, County, State, and BDA can rotate from group to group and speak specifically about each board. There will not be a formal presentation of each site.
- BDA or Beckwith will provide a Comment Sheet for public attendees to use to write comments or solicit questions.
- Everyone agreed that the next step in the evaluation process should be to get out on the sites and do a physical evaluation. The topographic maps do not tell the true story because contour intervals are 30 ft.
- Plans are being made by the User Group for an educational site visit to Tahuya OHV Park to look at an existing operation.

Appendix D.4: Tahuya Tour Notes – 7 November 2006

PRESENT:

Members of the various OHV Clubs that make up the Project's User Group
Members of the general public and citizens from the Quilcene area
Staff members of the DNR
Members of the DNR's Tahuya Forest Managements staff
Don Campbell - Bruce Dees & Associates.

Note: The following persons signed in on a sheet provided by the Quadrapaws 4X4 Club.

Wendy F. Sandberg-Garcia, Jeff. Co. Private Citizen
John George, Quadrapaws 4x4 Club
Ian Graham, Quadrapaws 4x4 Club
Jeff Williams, Quadrapaws 4x4 Club
Mike Welander, Quadrapaws 4x4 Club
Travis Waldher, Quadrapaws 4x4 Club
Darrel Erfle, Just Jeep Junkies 4x4 Club
Danika Erfle, Just Jeep Junkies 4x4 Club
Russell Erfle, Independent 4x4 User
Lynn Harriet Goodwin, Quilcene- QCC
Gary Marshall, Lake Tapps Turtles 4x4 Club
Neil Gregg, Lake Tapps Turtles 4x4 Club
Jerry Nettnin, Hombres 4x4 Club
Dave Moore, Mud Toy 4x4 Club
Luke Lang, Mud Toy 4x4 Club
Adam Cole, Mud Toy 4x4 Club
Tim Clouse, Mud Toy 4x4 Club
Joe Mahhigah, Mud Toy 4x4 Club
Eric Holm, Mud Toy 4x4 Club
Mary Holm, Mud Toy 4x4 Club
Brian Turner, WA DNR- Olympic Region

PURPOSE

A tour of the Tahuya State Forest Trail Off-Road Vehicle System was sponsored by members the project's User Group. The purpose of the tour was as follows:

- Introduce members of the general public, specifically citizens of Quilcene area, to the characteristics of an off-road trail system.
- Differentiate between an off-road trail system and an off-road Sports Park.
- Give an overview of what constitutes a good staging area for an OHV area.
- Discuss issues related to maintenance, management, safety, EMS, funding, etc., with both OHV enthusiasts and the DNR staff.
- Give visitors an opportunity to experience the reality of off-road trail riding.

GENERAL DISCUSSION

The event began with an information and discussion session, approximately an hour and a half long, and was followed by a riding tour. The riding tour stopped at different locations to discuss the various activities (mudding, rock-crawling, hill climbing, etc.) provided along the route, and to also see where volunteers had erected barriers to prevent unauthorized trail construction (spider-webbing) and vehicular access.

Tahuya State Forest and Trail System Background

- Tahuya State Forest is a working forest managed by DNR, not the US Forest Service.
- The land is primarily managed for timber sales to support the local school systems (School Trust Land), but also supports recreation.
- The forest is a true, multi-use, recreation area consisting of trails for both motorized and non-motorized use: horseback riding, hiking, backpacking, off-road vehicles, mountain biking, hunting, etc.

- Recreation is allowed as long as it doesn't conflict with the forest's primary purpose - that being the sale of timber to support school systems.
- The area is considered a trail system and not a sports park. No racing is allowed, no race tracks, ovals, or road-courses are provided.
- The Off-Highway Trails System also provide user-group constructed areas specifically for mud-bogging, rock crawling, and hill climbing.
- Although the trails are separated by use (see attached trail map), many trails are shared by multiple users.
- 170 miles of multi-use trails are provided, 13 total miles of off-road 4x4 trails is provided.

Management

- DNR management is spread over multiple facilities and areas other than Tahuya. The two paid employees oversee approximately eight areas. On-site management by DNR is limited.
- Enforcement and management of the trail area is primarily performed by volunteers.
- IAC grants fund trail maintenance crew - 4 persons college-aged, but the crew covers the entire forest - not just the off-road trails.
- No current Education & Enforcement (E&E) program, but it is needed on the weekends. Education & Enforcement (E&E) is provided by Mason County Sheriff.
- Funding levels are not high enough for DNR to maintain the trails properly - trail maintenance must come from user-group volunteers.
- Volunteers have provided over 4,700 volunteer man-hours since 1993 (over \$50,000.00 in like-kind services time).
- Volunteer groups provide skill trades, machinery and equipment, etc.
- Signage is purchased with grants obtained by the User Groups.
- Tahuya Trails System is also managed with a Focus Group comprised of representatives from all forms of trail users: horsemen, OHV, motorized and non-motorized activities.

Emergency Management (EMS)

- Fire Service is provided by the Mason County Fire District.
- EMS services provided by the County. If an injured person lives in the County, no charges are applied, if an injured person lives outside the County, that person is charged for services.
- The DNR has a very good working relationship with County EMS, Fire, and Police and Sheriff services.
- There is currently not enough law enforcement to properly patrol the area - not just the OHV areas, but all of the trails and roads.
- Volunteers and user groups do not have arresting or citation capability and must call 911 to report unlawful or disruptive/damaging behavior. Response time depends upon how close units are to the area.
- There have been fatalities and serious injuries in the forest areas, but most do not occur on the trails. Trails are technically-oriented and are designed for slow speeds. Most injuries and accidents occur on forest roads during unauthorized use.
- "Camp-host" position was discussed: User groups take turns acting as hosts at staging areas and along trails on weekends and during events. They control users and monitor events and behavior. Other trail areas have had this service in the past but faltered when user-group interest faltered.

Staging Areas

- Tahuya Forest is one of the few DNR forests that have multiple staging areas.
- Elfendahl Staging Area has a paved parking lot and was originally a day-use, dirt-surfaced area that has evolved into a limited overnight area with four pit-toilets, covered picnic shelter, limited campsites, and picnic areas.
- Automobile and Truck/Trailer parking areas are provided.
- Staging areas design must accommodate modern hauling rigs - some as longer than 30 feet with combined truck and trailer - many users bring 30 ft. long or longer motor homes to stay the weekend.

- Volunteers have constructed significant barriers to prevent vehicle sprawl in the staging area and around the trail entrances. Boulders, timber fences, stumps, etc., were used.
- Good design must provide for separation of uses in staging areas: horses, hiking, non-motorized and motorized uses.

Positive vs. Negative Aspects (from DNR personnel)

- Positive:
 1. Strong volunteer base from all user groups.
 2. Peer pressure from users helps keep problems down.
 3. Volunteers built areas in response to problems that reduced problems, such as constructing the mud-bogging area to alleviate activity in the wetland areas, constructing rock-crawling areas to eliminate off-trail problems in unauthorized areas, erecting barriers to prevent sprawl of parking at the trail entrance, and erecting barriers at the trail entrances to prohibit illegal dumping.
- Negative:
 1. Not enough paid enforcement/public safety presence/pressure to eliminate vandalism (shooting, dumping, littering, damage to facilities), unauthorized use, delinquent behavior.
 2. Grant funding must compete with other State Forest projects.
 3. Not enough funding to provide adequate maintenance (must rely on volunteers).
 4. Not enough funding for Education & Enforcement (E&E) - Mason County has an E&E grant to patrol the Forest.
 5. EMS response can be difficult in remote areas.
 6. Unauthorized use of trails and roadways by some OHV users - mostly quad-riders and motorcyclists.
 7. Spider-webbing - creating trails of convenience - is an ongoing problem that is the primary issue with volunteer groups.

QUESTIONS

1. How many people use the Tahuya OHV Trails?

150,000 - 200,000 per year of the entire trail system (not just the motorized trails). Have seen 1,000 motorcyclists, 500 ATV (quads) and 60 - 70 jeeps 4x4 vehicles on peak weekends. Primarily during the Fall, early winter, and Spring. Summer use is less due to dust. Primarily weekend use.

NOTE: It was pointed out that Tahuya is the gem of the State's facilities and that it is located close to 60% of the state's population and 60% of the state's OHV users. It also attracts high numbers of users because it is primarily a beginner to intermediate level facility. The trails also can accommodate full-sized pickups - most other areas have far narrower and more difficult trails.

2. Have there ever been any fires on the trails?

Yes. One fire in 2006 - the first since management of the trails began in 1991. Fire was started from a vehicle not using a spark arrestor. Minimal damage (group visited the area) because users had shovels and extinguishers, notified authorities immediately, and volunteered to replant the area.

3. Can you tell if a vehicle is using a spark arrestor?

Wardens can check using a wooden probe. You cannot visually see a spark arrestor.

4. What do you do if you find someone not obeying rules, riding outside the trail area, or using improper equipment?

User groups and volunteer monitors do not have citation authority, so they must call 911 to notify authorities. Most of the time, peer pressure is used so that those not conforming to appropriate behavior understand that they are making things bad for everyone.

5. How long have the trails been around?

Trail system began in the late 60's, originally from user-constructed trails. DNR officially established the trail system in 1984. Since 1991, the system has been managed by volunteers.

6. Is noise an issue?

There have been no known issues among adjacent landowners. The site is approximately 0.5 - 2.0 miles away from residential areas.

7. Are there any environmental issues or problems associated with the environment, fisheries, stream degradation?

Early on, in the early years before DNR and volunteer management, there were some problems with runoff, siltation, and unauthorized use on non-trail areas. More recently, there have been no environment-related problems. Volunteer groups have been primarily responsible because they perform maintenance and monitoring to avoid problems.

8. Are races and other competitions held at Tahuya?

Tahuya is a Trail System and not a Sports Park. There are 3 ORV Sports Parks in the state, but at Tahuya, there is only trail riding with an occasional trail riding event (that does not involve time trials or racing).

9. You mentioned that Tahuya has a very high volume of use. Why is that and is it higher than most areas?

Tahuya is closest to the majority of the population (60%), it has the widest trails; therefore, it can accommodate all types of vehicles. The fact that the trails are also mostly beginner to intermediate level attracts many novices. These issues also tend to promote more problems: off-trail riding, drinking, on-site noise, injuries, non-conforming vehicles, etc.

10. What are the biggest problems you face?

Enforcement and DNR/Public Safety presence. There are not enough officers and management personnel to cover all of the forest properly. We have to rely on volunteers and they do a great job. They close off unauthorized trails (spider-webbing) by hauling in timbers, tree trunks, and boulders, etc., and they do a good job of policing users while they are on site.

11. Do you close down the trail system in times of high fire danger?

We have not closed trails or forest to date. However, did consider closing entire forest this past season due to drought conditions and high fire risk. We do prohibit campfires, etc. throughout the forest.

These are the notes, as we understand them. If you have any questions, comments, or revisions, please contact Bruce Dees & Associates.

Appendix D.5: Focus Group Notes– 11 December 2006

December 11, 2006 Notes

6:09 P.M. – 7:30 P.M.

Port Townsend Community Center, Parks & Recreation, Port Townsend, WA

Members Present: Dale Brownfield, Darrel Erfle, Wendy Garcia, Eric & Mary Holm, Michael L'Heureux, Dave Moore, Neil Morgan, and Matt Tyler.

Opening Business:

Introductions:

Announcements:

- The Interagency for Outdoor Recreation does accept grant applications for 4 wheel drive trail systems; it may be feasible to apply for 4x4 trail system area grant only.

Old Business:

Draft Feasibility Study:

- Tom provided two, of six, chapters of the Draft Feasibility Study for tonight's meeting.
- Matt indicated that the full Draft Feasibility Study would be provided by the end of this week.
- A hard copy of the Draft Feasibility Study shall be mailed to Wendy and Dale by Public Works, Darrel shall send the Draft electronically to remaining Focus Group (FG).
- Comments to the Draft shall be sent to Darrel for editing into one document to submit to Tom, and will be requested one week after the Draft is distributed.
- Matt will contact Tom to request WHEN will the full Draft Feasibility Study be provided?

Schedule:

- Matt recommended scheduling the next FG meeting on Jan. 9, 2006 to allow FG members to review and submit comments to the Draft Feasibility Study.
- Matt recommended rescheduling the presentations to the Parks & Recreation Advisory Board to Feb. 7, 2007 and leaving the BOCC Feb. 19, 2007 meeting as scheduled for now.

Matt's recommendations were approved.

New Business:

Parks & Recreation Advisory Board:

- The Parks & Recreation Advisory Board may extend the comment period based on the revised schedule.
- The Parks & Recreation Advisory Board new Chair is Rick Tollefson.
- The Parks & Recreation Advisory Board has two vacancies.

Action Steps:

- Matt discussed possible options upon the final determination (support or reject) of the Jefferson County Board of County Commissioners to invite all interested parties to a retreat to re-energize for planning and write some proposals for further actions regarding an OHV Facility in East Jefferson County.

Closing Business:

Focus Group attendees discussed the Draft Feasibility Study contents received to date with comments to the following that need to be addressed:

- Focus Group membership list is missing members.
- The Focus Group "Mission/Purpose" Statement should be included in the Study.
- The Focus Group "Scope of Work" should be included in the Study.
- Page 2, Para 2, incorrect statement.
- Page 3, Para 2, which public agencies were invited to Workshop #1.
- Page 3, Para 5, the Quilcene Public Workshop was on the 14th of November.
- Page 3, Para 7, exhibits were displayed at the Jefferson County Fair not the Puyallup Fair.

- Page 3, Para 9, SEPA is the State Environmental Protection Act, not a Jefferson County document.
- Page 5, Para 3, % numbers may need additional research.
- Allocation of NOVA Funds needs clarification for better understanding by public.
- Page 6, Para 2, E & E funds can be used to supplement local enforcement.
- Page 6, 2.3, Eligible OHV projects, is this information necessary?
- Page 7, 2.4, Grant assistance limits, is this information necessary?
- Page 7, 2.5, Definitions may need clarification, is this information necessary?
- None of the original 11 sites identified have been eliminated.

NEXT MEETING:

January 9, 2007 at 6:00 p.m.

Port Townsend Community Center, Parks & Recreation, Port Townsend, WA

Recorder:

Darrel M. Erfle
Just Jeep Junkies 4x4 Club