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Title:

Comments: FW: White River Recreation Association comments on Greenwater Access and Travel Management Project

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Sent: Wednesday, May 25, 2016 10:43 AM

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Subject: White River Recreation Association comments on Greenwater Access and Travel Management Project

Comments on the Greenwater ATM Project - May 25, 2016

We of the White River Recreation Association (WRRRA) appreciate the opportunity to comment again on the Greenwater ATM Project. We invited members to provide input independently as well as we reviewed and included our earlier comments submitted in the fall of 2015.

As background : Our comments summarized and submitted on November 18, 2015 are below and new comments as of May 25, 2016 follow:

1. As regards the entire project area (Greenwater ATM); Roads that lead or provide access to trailheads or campgrounds in the project area should be kept open and maintained at level 3 (passenger car access). Exception is FS 7174 (aka Corral Pass Road) maintained at level 3 within the Cabin (Rec Residence) tracts but Level 2, (High Clearance Vehicle) beyond the cabin area to Corral Pass CG and Trailheads.
2. Roads within the cabin tracts (FS 7174, 7175 and 7176 along with shunts should be all level 3 (passenger vehicle access). Some of the color coding on map 6 of the roads in the cabin tracts is in error in this regard. Currently cabin owners (permittees) maintain these roads thru voluntary contributions, with the exception of FS 7174 which currently is to be maintained by the FS which is appropriate as a significant volume of traffic uses this road to access Corral Pass. If/when Corral Pass Road is closed as is currently the case, signage at the entry off SR 410 should be posted advising motorists that Corral Pass is inaccessible to avoid overuse of the road in the cabin area. If when Corral Pass road is open signage should indicate High Clearance Vehicles only.
3. FS 7176 S/B level 3 thru the cabin tracts and including to the Goat Falls Trailhead (map 6 does not so indicate). Beyond the cabin tracts the road is also known as "Mine to Market" and is level 2 ( High Clearance vehicle) - Signage is needed to so indicate. PSE uses this road to maintain power lines to Crystal Mountain. Our understanding of the PSE power line burial project is when PSE completes the burial of these power lines, the road will be gated at both the top and bottom above the cabin area.
4. WRRRA would like to work with the FS to improve signage at the entrances to the cabin tracts from SR 410 advising the public that shooting is prohibited in the cabin tract vicinity, the need for reduced speed, proper road signage (e.g., 7175 vs. 7176), etc...

For the White River Recreation Association (WRRRA)

Bill Goodman, Past President

May 25, 2016

We have reviewed our earlier feedback further with the updated information provided by USFS and continue to support those positions. We also have added the following comments/updates in bold to the original comments

provided last year and some summary statements.

1. We believe the entire project area (Greenwater ATM) roads that lead or provide access to trailheads or campgrounds in the project area should continue to be kept open and maintained at level 3 (passenger car access). Exception is FS 7174 (aka Corral Pass Road) maintained at level 3 within the cabin (Rec Residence) tracts but Level 2, (High Clearance Vehicle) beyond the cabin area to Corral Pass CF and Trailheads.
2. Roads within all of the cabin tracts (FS 7150, 7170, 7172, 7174, 7175 and 7176 along with shunts should be all level 3 (passenger vehicle access). This includes access to the club cabins although access roads not numbered. Some of the color coding on map 6 of the roads in the cabin tracts is in error in this regard. Currently cabin owners (permittees) maintain these roads at a basic repair mode including fixing potholes and adding some gravel thru voluntary contributions, with the exception of FS 7174 which currently is to be maintained by the FS which is appropriate as a significant volume of traffic uses this road to access Corral Pass. If/when Corral Pass Road is closed as is currently the case, signage at the entry off SR 410 should be posted advising motorists that Corral Pass is inaccessible to avoid overuse of the road in the cabin area. If when Corral Pass road is open signage should indicate High Clearance Vehicles only.
3. FS 7176 S/B level 3 thru the cabin tracts and including to the Goat Falls Trailhead (map 6 does not so indicate). Beyond the cabin tracts the road is also known as "Mine to Market" and is level 2 (High Clearance vehicle) - Signage is needed to so indicate. PSE uses this road to maintain power lines to Crystal Mountain. Our understanding of the PSE power line burial project is when PSE completes the burial of these power lines, the road will be gated at both the top and bottom above the cabin area.
4. WRRRA would like to work with the FS to improve signage at the entrances to the cabin tracts from SR 410 advising the public that shooting is prohibited in the cabin tract vicinity, the need for reduced speed, proper road signage (e.g., 7175 vs. 7176), etc...

In summary

1. We wish to call attention to the fact that ALL Cabin Roads need to be marked and colored as a level 3 (Passenger Vehicle Access.) That includes 7150, 7170, 7172, 7174, 7175, and 7176 plus all of the club cabins although access roads are not numbered. Some errors in coloring and numbers still exist.
2. In summary, we view the USFS as the responsible agency to provide a road network open that is safe for the public to travel and allows access for activities to keep the forest healthy.
3. There is language in our recreational residence permits that states access is provided by the USFS, our landlord. We own the cabins, not the property on which the roads reside. Also, we wish to point out that basic work that Cabin Owners provide are just that, basic. It includes some gravel and pothole repair. It does not provide for larger scale road repair and damage from fierce weather and storms as is demonstrated by The Dalles road 7150 and parts of Corral pass 7176 which are in a dangerous condition. That clearly is the committed responsibility of the USFS.
4. While we acknowledge issues with USFS budget because of firefighting is not budgeted separately, this issue does not mean that the USFS does not have a continued obligation to maintain access roads on a short or longer term. Firefighting funding will likely be approved by congress in the coming year or two given high visibility. WRRRA as well as WSFHA and NFH have fully supported separate funding for firefighting. The USFS in the past maintained the roads and that responsibility still exists.
5. The recent implementation of the Cabin Fee Act provides for resources from the cabin fees to go directly to the Forest Service. The intent of that language was to partner with the USFS to ensure that the resources from the fees go to the USFS instead of the general administration and would then in turn directly benefit cabin permittees through improved staffing services and required maintenance.

Rena Irwin, President for White River Recreation Association

May 25, 2016

