

## APPENDIX B

### PARTICIPATION AND PUBLIC INPUT

#### OBJECTIVES

Provide a current Roads Analysis at the Forest scale for the Umpqua National Forest.

#### Team Members

<b>Paula Trudeau</b>	<b>Team Leader &amp; Writer / Editor</b>
<b>Rick Nelson</b>	<b>Forest Road Management Engineer</b>
<b>Dean Curtis</b>	<b>Wildlife Biologist</b>
<b>Mikeal Jones</b>	<b>Forest Hydrologist</b>
<b>Larry Broeker</b>	<b>Geologist</b>

#### Contributors

Paul Higgins	Forest Tech/Public Information	Jeff Bohler	Wildlife Biologist
Cheryl Walters	Public Information	Steve Nelson	Forester
Kathleen Williams	Assistant Forest Engineer	Miles Barkhurst	Civil Engineer
Debra Barner	Forest Archeologist	Terry Fairbanks	Silviculturist
Ed Hall	Cartographic Tech	Ken Kimberling	Engineering Tech
Kim Vieira	Cartographic Tech	Kevin Adamski	Special Forest Products Tech
Lori Depew	Recreation & Wilderness Program Manager	Joy Archuleta	Aquatics
Linda Bonham	Special Forest Products Tech	Jim Archuleta	Soil Scientist
Dean Kenyon	Engineering Tech	Craig Street	Fisheries Tech
Allen Schmidt	District Road Manager	Wayne Brady	Recreation/Cultural
Emily Sands	Fire Mgmt Officer	Dave Lockwood	Fire/Fuels
Kris Rutledge	Wildlife Biologist	Sheryl Tooker-Dilley	Fire/Fuels
Kathy Minor	Hydrologist	Robert Cunningham	Fire Mgmt Officer
		Tim Pratt	Fire Mgmt Officer
		Willie Thompson	Asst. Forest Fire Mgmt Officer
		John Sloan	Recreation, Engr. & Minerals Staff

## **PUBLIC PARTICIPATION**

The community was given an opportunity to comment on road management and what they value regarding road access through a number of ways. In June 2002 a public Open House was held at the Douglas County Courthouse that allowed people to drop by and mark on Forest and District maps their areas of concern. A press release was sent out to the local media to request input from the public. Members of the Team also made presentations to the Umpqua Basin Watershed Council and the Umpqua Chapter of Oregon Hunters. The tribal government of the Cow Creek Band of the Umpqua Indians was contacted for their input through the Forest Archeologist and the tribe's legal counsel.

## **TRIBAL CONSULTATION**

The tribal governments of the Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz, and the Cow Creek Band of Umpqua Tribe of Indians were contacted concerning the road management planning process. The Cow Creek Band of Umpqua Indians Cultural Committee requested a meeting to discuss the information. The Forest Engineer Staff and Tribal liaison met with the Cow Creek Cultural Committee and Tribal Attorney June 2, 2002 to discuss forest roads issues. In addition, the Forest Tribal liaison and Cultural Committee met with Debra Barner, Forest Archeologist, during the summer 2002 to discuss issues concerning road decommissioning. In response, the Tribe submitted a letter outlining their position with regard to road management and road closures (reference attached letter).

## **PUBLIC COMMENTS**

Where appropriate, comments received from the public have been incorporated into the responses to the Key Questions in Appendix A. Following is a list of the comments received during the June 2002 Open House for the Forest Roads Analysis project.

- Money collected from Fee Demo sites and trailhead parking fees --- how much, if any, goes to road maintenance?
- Convert little-used roads into hiking trails or ATV (all-terrain vehicle) trails (ATVs ONLY for people physically unable to walk) rather than fully decommission --- especially if people wish to maintain access; also for high cost maintenance roads.
- Concern for wildlife habitat needs --- no new roads in existing roadless areas or unroaded areas greater than 1,000 acres. Use ONRC (Oregon Natural Resources Council) map to determine which areas fit this concern. There are about 12 areas meeting this description on the Umpqua.
- Roads invite uncontrolled off-road vehicle use/dispersed recreation use.
- Helicopter landings at Diamond Lake Ranger District were promoted to the public as part of the transportation system. Some landing areas are as large as 2 acres --- taking land out of production. Permanent landings encircling unroaded and roadless areas. What is the cumulative impact of this action? On the wildlife habitat (edge effect)?
- No roads (or development such as logging, landings, recreation sites, etc.) in currently unroaded areas.
- Lower standards of road maintenance rather than close any roads.

- Fire protection
- Roads used by the general public for recreation: keep as many roads open as possible; close only those with a demonstrated environmental problem.
- Elevate priority for road maintenance in money coming to the Forest. Reduce the amount of money spent on project planning to find the dollars for DOING.
- Bohemia Mining Association is opposed to road decommissioning. Want at least ATV access to claims. Wish to support storm-proofing roads. Map claims throughout the Bohemia Mining District. Lower the standard of road maintenance, even to ATV or jeep-type access rather than close roads.

Those attending the Open House:

Ron Yokum (P.O. Box 2456, Roseburg, OR 97470)

Francis Eatherington (886 Raven Lane, Roseburg, OR 97470)

Ken Hendrick (1826 NW Beaumont, Roseburg, OR 97470)

Bob Ragon of Douglas Timber Operators

Bill Moore (P.O. Box 2129, Roseburg, OR 97470)

Frank Durkin (P.O. Box 927, Cottage Grove, OR 97424)

Bruce Stewart (P.O. Box 1183, Cottage Grove, OR 97424)

Daniel, Corbett, and Jerry Keck (D.R. Johnson, P.O. Box 66, Riddle, OR 97469)

Additional public comments received:

Currently there are four climbing areas in southwest Oregon with unresolved access issues (Pilot Rock, McKinley Rock, and the Callahans), and at least two areas are undergoing management plan revisions (Upper Umpqua Rocks with the Eagle Rock Management Plan, and the Pilot Rock Management Plan). McKinley Rock is no longer accessible from Steamboat Creek using Little Rock Creek Road and FS Road 100. The 20 deep waterbars across No Man Creek Road makes low profile and moderately long wheel base vehicle travel very difficult. This is a road popular to the recreation public to access the McKinley Rock area. Climbers must now access McKinley Rock using the Long Ridge Trail, a 0.75 mile unimproved ridge trail from the Lemon Butte Road. Please reactivate and improve the historic Long Ridge Trail to improve the District-preferred (North Umpqua Ranger District) access to McKinley Rock. Maintain a Level 3 road access, graveled and accessible by low profile vehicles to the Long Ridge Trailhead to McKinley Rock. Provide adequate signs to help climbers and other recreational users find their way to McKinley Rock from both Canton Creek and Steamboat Creek roads. [Climbs Oregon group]

Carolyn Montgomery called (Dean Curtis, Team Member) 6/24/2002 to express concern about maintaining access to their private property and to recommend closing some roads. She was to call the District Ranger (Jill Dufour) to provide more input. The Team does not have a record of any further conversation with C. Montgomery, but this person should be a key interested party to contact when project-specific planning is started.

The Pacific Rivers Council (P.O. Box 10798, Eugene, OR 97440; 541-345-0119) believes the Forest Roads Analysis process should fully address the connection between road management and the health of the aquatic ecosystems. They contacted Rick Nelson, Team Member to say they wished to be kept involved in the Roads Analysis Process for the Umpqua.

Joe Wolf of the City of Myrtle Creek, Oregon called Paula Trudeau, Team Member 6/18/2002. He said the City will not give input to the Forest Roads Analysis process at this time but would be interested in specific projects when they are planned.

Bill Moore, Seneca Jones Company, (email: [wmoore@rosenet.net](mailto:wmoore@rosenet.net)) wishes to be kept informed of any planned projects and would like a copy of the final Umpqua Forest Roads Analysis document.

Jerry Keck, DR Johnson Timber Company (P.O. Box 66, Riddle, OR 97469) would like more information when it is available and to be kept informed of projects when they are planned.

Ken Mauer, Superior Lumber Company, Glendale, Oregon called Paul Higgins (assisting the Team with Public Information) 6/20/2002 to say he was concerned about not always having access to Superior Lumber Company timberlands due to the inconsistency of managing right-of-way permits and interpretations of access rights.

## **INPUT FROM ELECTED OFFICIALS**

On April 25, 2002 there was a field trip to discuss road decommissioning and Road Analysis with Douglas County Commissioner Dan Van Slyke. Forest Supervisor James Caplan, North Umpqua District Ranger Carol Cushing, and Kathleen Williams (Forest Transportation Engineer) accompanied Dan Van Slyke, at his request, to the site of recent decommissioning near Singe Creek on the North Umpqua Ranger District. Van Slyke wanted to express his opinions about the practice of road decommissioning. His message to Umpqua managers is basically that we should put off decommissioning roads as long as possible, since he feels that the pendulum is about to swing back, under the present administration, and what he sees as senseless decommissioning will no longer be a possibility. He is especially opposed to decommissioning all roads within a subwatershed, which he sees as a serious problem for fire control, and a nuisance for forest recreationists and hunters. His preference is that we leave at least one major road into each roaded area for fire events and recreation access. He also addressed road maintenance funding shortfalls, saying that we should spend money on road maintenance rather than expensive decommissioning. He also stated that we could solve the budget shortfall by salvaging logs near the roads, paying for road maintenance with the proceeds.

This road tour was documented in an article in the local paper, full text to follow:

May 9, 2003      News Review, Roseburg, Oregon

## Forest roads debate -- close or maintain

written by JEFF WILLIS

High in the hills around Steamboat Creek, two contractors, Forest Service officials and a Douglas County commissioner met recently to talk about the call of the open road.

It wasn't vacation plans they discussed 43 miles east of Roseburg near Singe Creek. The talk centered on public concerns and official reasons for the past decommissioning of 100 miles of Forest Service roads.

Bjorn Vian, 49, of Dixonville and Jerry Ledford, 33, of Roseburg are partners in a startup construction firm called LMV. They are planning to bid on upcoming projects. There are more than 12 additional miles of road slated for elimination on the Umpqua National Forest this summer.

Ledford lost his job in February as a supervisor at Roseburg Forest Products in Green. Now he's looking at prospects for gainful employment by tearing down federal roads that timber dollars built.

"I lost my job because of mismanagement, for one, and because of changes in the market. It's not just an issue of timber supply," Ledford said. "But people don't understand that most of our schooling money and government depends on federal timber dollars."

Vian said he may find himself in the "road obliteration" businesses in support of his friend who needs a job, but he doesn't like it. He thinks roads are needed for recreation and for keeping forests open to deal with wildfire threats and future harvests.

"Closing down the woods isn't the best for my children. I'd prefer to build things rather than destroy them," he said. "But there's not much logging or development going on. So what's left?"

Commissioner Dan Van Slyke, Vian and Ledford made their case to the Forest Service for jobs through road maintenance instead of decommissioning and tied their argument to the need for timber revenue for Douglas County communities.

Van Slyke added his plea for help from Umpqua National Forest Supervisor Jim Caplan to "hold the bridge until common sense can beat back the enemy" of what he considers to be poor forest management.

"We have compromised ourselves out of the timber industry," he said on the decommissioned road tour with Caplan.

"I'm convinced we have to turn this around, go back and keep the heat on," he said. "We are a natural-resource based economy. There is more power to turn this around on the local level than people think."

Kathleen Williams, lead transportation engineer for the Umpqua National Forest, outlined road decommissioning projects planned for 2003 and defended the rationale behind them including water quality protection, prevention of road failures and cost-efficiency.

"We have all those mandates that say we are not going to be cutting timber in late-successional (old-

growth) reserves," she said. "Maintaining roads for 50 years until we might need them again would not be cost-effective."

This year, the Umpqua National Forest will use emergency road repair funds from the Federal Highway Administration to eliminate more than six miles of road near Boulder Creek in the Tiller Ranger District. The cost, including some road repair, is estimated at more than \$169,000.

Deep culverts on three spurs along Forest Service Road 2719 make the project an expensive one.

The Forest Service asked for permission to use road repair funding for decommissioning. The Federal Highway Administration was reluctant to allow it, Williams said, until resource protection and road failure issues were explained by Forest Service staff.

Other road decommissioning funds will be provided by the Rocky Mountain Elk Foundation of Missoula, Mont. Special forest restoration funding tied to past timber sales will also be used along with limited funding directly from the Umpqua National Forest's operating budget.

In all, more than 12 miles of road will be taken out of the forest inventory on the Diamond Lake, Tiller and North Umpqua ranger districts. Two additional decommissioning projects -- the Monte Rico and Southeast Little Rock projects near Steamboat Creek -- are slated for decommissioning.

Forest Supervisor Caplan said his agency often does not have funding to maintain roads, but it usually lacks funding for decommissioning as well.

"In the last eight years, we've decommissioned 100 miles of road out of a 4,800 mile system," he said. "We are not rushing to do a lot of this."

Caplan said his goal is to be open to public concerns while responding to congressional requirements.

"Anything folks can do to alert Congress ... to issues like thinning, road maintenance and other things should do it," he said. "These aren't very sexy inside the Beltway, but they matter a lot to us out here."

Williams said decommissioning usually costs from \$15,000 to \$20,000 per mile, although inexpensive projects may cost only \$2,000 per mile. Projects in difficult terrain can cost a whopping \$75,000 -- a rarity on the Umpqua.

For Williams, road maintenance is another big issue with catastrophic failures costing huge dollars.

"Maintenance has been deferred for years," she said. "If we were doing all the maintenance we should, it would cost an average \$242 per mile each year to maintain all roads from dirt surfaces to asphalt."

Those numbers could add up to a decent contract for a private company, Vian said, but he questions Forest Service numbers.

"I say maintaining these roads would be \$750 a mile and you could keep that to once every five to 10 years," he said. "That's what needs to happen."

At the Thursday meeting of the industry group Douglas Timber Operators, Van Slyke spoke about his decommissioned roads tour. He called into doubt Forest Service claims of water quality damage saying no active testing is under way in key locations. He pointed out the vital role the roads play in fire suppression and multiple use of federal forests. He underlined uncertainties over timber-related "federal safety net" funding while praising the work of fellow commissioner Doug Robertson.

Robertson is in Washington, D.C., this week, he said, "pounding away" at an effort to win a congressional reauthorization of safety net funding by 2006 to fill the gap on lost federal timber sale revenue.

He said county residents don't always understand the importance of keeping federal forests and roads open for business in the future.

"Property taxes are a little sliver of total county revenues, about 6 percent. That isn't even enough to cover the entire budget of the sheriff's department," he said. "Almost 50 percent of county revenue is safety-net replacement dollars. When I say federal timber is important to this area, I mean it is dreadfully important."

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