

Shady Rest Motorized Staging Siting and Design Meeting #2

Thursday, February 17, 2011 Notes

Meeting Topics

- **Review of Process and Handout of Notes from First Meeting.**
- **Explanation of Opportunities and Constraints Process**
- **Review of Potential Staging Locations Not Considered in Detail**
- **Opportunities and Constraints Example Exercise – Current Staging Area**
- **Exercise – Identification of Opportunities and Constraints for Sites Potential Sites A, B, C1 & C2**
- **Review of Next Steps**

The Forest Service will consider the identified Opportunities and Constraints in the agencies Proposed Action for siting and design of a motorized staging area. The Public is invited to review the meeting materials and provide any additional input by the end of March, 2011. For example, you may identify additional opportunities or constraints at the various potential sites, or you may identify considerations or interests that may not have been adequately captured during the first meeting. Please send any additional comments or input to jkazmierski@fs.fed.us before close of business March 31, 2011.

We anticipate presentation of a Forest Service Proposed Action by the end of April this year, followed by additional opportunities for public input and summer field trips.

Concept A – New Shady Rest Staging Area (Historic Staging Area)

Opportunities

- Proximity to TOML may reduce winter O&M costs. Necessitates shortest additional plowed distance.
 - Along likely plowed ORMAT route
 - Distance to 203 is XX
- May facilitate winter safety in the event access is not maintained in a timely manner in winter (i.e. only plowed once a day).
- May facilitate access for those utilizing the site in winter to amenities located within the TOML UGB (Restaurants, fueling, etc.)
- Visibility from main road may facilitate winter and summer access for visitors unfamiliar with the area.
- Topography is favorable for expansion of existing parking lot area and would allow for additional facilities.
- A serviceable restroom for winter and summer is already in place (Campground restroom is winterized).
- Proximity to campground may provide opportunity for limited winter overnight parking/camping.

Constraints

- Access to summer motorized opportunities would require construction of new routes.
 - Access may need to be routed immediately adjacent to campgrounds and non-motorized MUPs.
- Summer access would require changes to closed areas in order to allow for motorized use.
- A larger parking lot and associated facilities may detract from aesthetics of views from SR 203 and the TOML bike path.
- Siting, staging design and access to winter trails may need to be de-conflicted with ORMAT winter access.
- Proximity to Shady Rest Park and Campground may exacerbate noise and other concerns associated with motorized staging

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Concept B –Shady Rest Junction Staging Area

Opportunities

- Topography is favorable for expansion and would allow for additional facilities.
- Proximity to TOML may reduce winter O&M costs. Necessitates 2nd shortest plowed distance.
 - Along likely plowed ORMAT route
 - Distance to 203 is XX
- Proximity to Shady Rest Park may facilitate summer park access for non-motorized recreationalists.
 - May increase winter and summer functionality for motorized parties with non-motorized participants.
 - May facilitate staging for winter use of Westside Nordic trails.
- Proximity to Shady Rest Park may facilitate use of staging area for summer park related overflow/event parking.
- May facilitate creation of new summer non –street legal motorized vehicle access routes to the north that de-conflict motorized and non-motorized.

Constraints

- Proximity to TOML may reduce winter O&M costs.
 - Along likely plowed ORMAT route
 - Distance to 203 is XX
- Access to summer motorized opportunities would require construction of new routes.
 - Access may need to be routed immediately adjacent to Shady Rest Park.
 - May limit ability to create effective connections to summer motorized recreation opportunities
- Staging area and trails access would require changes to closed areas in order to allow for use by non-street legal motorized vehicles.
- Proximity to Shady Rest Park and Campground and pedestrian bike path may exacerbate noise and other concerns associated with motorized staging.
- Additional traffic on Shady Rest Park access road may exacerbate ongoing summer safety issues associated peak traffic.

- Most favorable design would necessitate relocation of Shady Rest access road to south side of staging area to eliminate road crossing
- Siting may foreclose a future Nordic opportunity.

Concept C1 –Shady Rest Northeast

Opportunities

- Topography is favorable for expansion and would allow for additional facilities.
- Siting allows for good separation of motorized and non- motorized uses both within the staging area and to adjacent areas.
- Siting may facilitate summer access to existing routes open to non-street legal motorized vehicles.
- Proximity to Shady Rest Park may facilitate use of staging area for summer park related overflow/event parking.
- Site may be along likely plowed ORMAT route
 - Distance to 203 is XX

Constraints

- May work best with a loop road connecting to Shady Rest Park and Sawmill Cut-Off roads.
- Location may not facilitate ease of access. May be difficult for visitors to find.
- Routing access through Shady Rest Park to the staging area would increase traffic and may decrease vehicle and pedestrian safety at the Park.
- Proximity to open playing fields may serve as an attractive nuisance for some motorized users (i.e. riding in the park)
- Siting may not facilitate non-motorized staging. Distant from Nordic areas for winter use and from MUP.
- Noise associated with motorized staging may be a nuisance at Shady Rest Park.
- Access for winter grooming would require new route and use of Nordic trails system.

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Concept C2 –Sawmill Cutoff West

Opportunities

- Topography is favorable for expansion and would allow for additional facilities.
- Siting allows for excellent separation of motorized and non- motorized uses both within the staging area and to adjacent areas.
- Siting may facilitate summer access to existing routes open to non-street legal motorized vehicles.
- May increase winter and summer functionality for motorized parties with non-motorized participants (access to park, access to mtb trail).
- Siting may allow for construction of winter motorized route back to vicinity of historic staging area.
 - Along likely plowed ORMAT route
 - Distance to 203 is XX

Constraints

- Access to town for winter motorized recreationists would require new route.
- Access for winter grooming would require new route .
- Siting may not facilitate non-motorized staging. Distant from Nordic areas for winter use and from MUP.

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Considered – But Not in Detail

Concept D – Shady Rest South

- Topography limits expansion w/o substantial cut and fill.
- Proximity to park and campgrounds problematic.
- Likely to be used as overflow parking.
- Adds traffic through Shady Rest Park.
- Difficult to connect to motorized routes.

Concept E – Snow Storage Pit

- Topography and aspect not favorable for snow retention
- Conflicts with snow storage.
- Would require construction of new access routes (summer and winter) to motorized opportunities on the Forest.

Concept F – North of Wellfield

- Distance from existing roads and other facilities would lead to high implementation and maintenance costs (Paving and Plowing)