



**Email comments received by the dedicated email address:**

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**11/04/14 to 05/11/15.**

As a snowcat user, i hope that you will consider snowcat usage on DNR lands as and equal to other types of users when forming the new policy.

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Hello, I would like to submit a request that snow cats be allowed on the forest trails. I understand that there is a notice out to gather input from different trail users.

Snow cat owners are a small and very consciences group. They are very safety minded and great stewards of the trail system. Snow cats can also be extremely useful in many winter situations.

There is and up and coming interest in vintage snow cats and as people restore these historical machines, they would like to be able to use them on the forest roads during the snow season.

Please consider including them on the list of usages. Thank you.

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Thank you for working on a combined trail use plan. I have several types of motorized vehicles such as jeeps, duel sport motorcycles and snowmobiles. I participate in volunteer trail maintenance plans and support a trail system that can be used by all. During your discussions please bring up Snow cats. I do not think they are discussed in any recreational vehicle plan but when a search and rescue mission is needed in weather that will not allow air support, these vehicles can be needed. They also provide a way for people with limited mobility to enjoy Natures winter snowfall and see the true beauty of alpine snow. There are a few people around the state that have these vehicles tucked away. There should be provisions in the plan that allow the use of these vehicles to ensure that they are available for use and not a museum piece. Many of the modern snow cats are very wide and require the removal of their tracks or special permits to be transported. These vehicles do not do any damage to trees or terrain and are usually driven on snow covered logging roads.

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I'm writing to comment on the new trails policy. I want to express the need for MORE motorized trails. Since we already have half of our states forests set aside in Wilderness for the hikers & horsemen, we need the DNR lands to focus on motorized use. As the population ages, there are more of us that can't hike and yet still love the outdoors and need motorized access to use our public lands. Public land should be for ALL of the public, not just the ones that can still hike!

Thanks for listening,



Thanks for taking the time to read this email, and for providing this opportunity to share some thoughts on the increasing demand for mountain bike specific trails in Northwest Washington. In the past several years an increasing number of user-built mountain bike trails have been decommissioned on public lands, and a large amount of public funds have gone towards the destruction of these trails. The construction and popularity of these trails is evidence of a large recreational demand that is not being met by current public land policy. There is a clear need for the Department of Natural Resources Trails Policy to include increased opportunities for mountain biking in Washington state.

The construction and ongoing maintenance of these trails is evidence that the mountain biking community would be willing to put in the work to develop new legal trails. It demonstrates their ability to self-organize, and to carry out large scale volunteer projects with or without funding. Many of the trails that have been decommissioned contain elaborate and well constructed features like bridges and retaining walls are built with the efforts of countless volunteer hours for the purposes of reducing erosion and protecting riparian zones. If given the opportunity to legally develop trails on public lands, these volunteer efforts could be put to use developing long lasting trail projects that meet recreational demands of the mountain bikers, and the environmental demands of the DNR.

These user-built trails are also evidence that the type of trails mountain bikers are riding has evolved substantially since the days where most folks did their best to keep both wheels on the ground. Downhill, freeride, and other aggressive riding styles have been evolving, but very few legal trails on public lands have evolved along with the user group. There is a huge demand for the development of these types of trails, and organizations like the Evergreen Mountain Bike Alliance and the Whatcom Mountain Bike Coalition have created a successful framework for helping public land managers develop trail plans that meet their own needs, and those of this rapidly growing user group.

For now mountain bikers are left with few desirable options, and many of them continue to build rouge trails to accommodate a demand that is not otherwise being met. Currently the DNR only allows mountain biking on a couple trails in Northwest Washington, and they are hiking-specific trails that allow bicycle traffic as an afterthought. With the vast amount of land managed by the DNR in Whatcom County, land managers have the unique opportunity develop mountain bike specific trails that could meet the increasing demand while helping to reduce the pressure and environmental impacts of rouge trail building.

I would greatly appreciate a response explaining the position the Department of Natural Resources holds on providing legal public access to mountain biking specific trails in Whatcom County, and on the motivations for closing down well established user built trails like those located on Slide Mountain.

Thank you once again for taking the time to read and reply to this email, and thank you for thoughtfully considering the ideas discussed above.

Please consider private snowcat owners into your policies when working up a plan on regulation, etc.,

We feel that it's a subject that definitely gets overlooked.



Please keep me informed of the meetings. I just found out about them.

I have attended every Forest Service USER meeting in Enumclaw for 3 years now and i don't remember this being brought up.

I use the trails and do not want left out. I am one of the few who use a snowcat for recreational use. I know of close to 17 cats that go out on non-groomed trails. I am sure more cats go out. Cabin owners have them.

Please don't leave us out of your "plan"

I am with the pierce county SAR and been out several times looking for your users.

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You see, I just had a very interesting conversation with someone at a regional Fish and Wildlife office. It was interesting because she told me something that I didn't know and frankly am shocked that no one has told me until now. She told me that the state roads are on the same red dot green dot system that the timber companies are using and she told me there are MAPs showing the roads and whether or not they're open. She even helped me find these maps on DNR's website. This type of information is very useful and I dare say would probably cut down on a lot of people's frustration. I say this because knowing ahead of time is a lot less frustrating than driving somewhere just to find out that the roads are closed.

I do want to say however that having pdf's on the web is not enough. For one thing someone has to know the name of the map they're looking for; case in point, I told you the Bethel Ridge area and you don't know where I'm talking about. Well that's because the DNR doesn't call it that. Also, a pdf that someone can print out on their home printer is not going to produce a very decent map. With that said I know that I, and the friends I have already talked to about this this morning would gladly pay for a map/atlas of the state lands and roads. On top of that if the state were producing these maps they could put right on the map, in big print, the requirement for a discover pass. As you know I think the discover pass is a bad idea but, again I would gladly pay for a map. Perhaps even a booklet like the fishing or hunting guides so that we can see what the state calls these areas. While this still doesn't remedy all the access issues especially for the disabled, as I said earlier, it would certainly be less frustrating than finding out a road or area is closed after you've gotten there.

Sorry for the long email I just really feel this would be a win-win. People would be less frustrated and the state could increase revenue by selling the maps and if they're DNR maps, ALL the money from the map sales could go to DNR not just 8% like the discover pass.

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Hi, I am an active trail user and horseback rider. Not sure what type of input you are looking for but my thoughts are:

Please keep the motorcycles away from equestrian activities by providing a recreational area for ATV users. Seems the big complaint there is they don't have enough of their own areas so spill over onto ours. Which is very dangerous.



Please consider the space we need (horse trailers) for parking. That always seems to be an issue for us especially when we have to compete with hikers and bicyclers.

Please open more of the mountains that are closer to town so that we can create new trail systems. There is a lot of DNR land not being used because of lack of accessibility. Almost like this is intentional. Which I am sure it is because it would require a bit more work.