



Sacheen Lake Association
P.O. Box 401
Newport, WA 99156

To: DNR East Uplands Manager, Northeast Region
From: Sacheen Lake Association (SLA)
Subj: Travel Path for Logging Trucks Harvesting Section 36
Date: 12 October 2022

Mr. Andrew Stenbeck,

This letter is in regard to harvesting planned for 2024 – 2025 in Section 36 south of Sacheen Lake. At the June 2022 SLA Annual Meeting, local residents expressed their concern about logging trucks on the 25 mph section of Fertile Valley Road (FVR) (traveling north from Sacheen Southshore Rd). This road is quite frequently traveled at speeds much higher than the speed limit. It has been a constant frustration for the people who live on FVR. In addition, FVR has no sidewalk. The NE bound lane does have a narrow path upon which people walk, some taking their pets with them. The road has no room for cars to park on the road. However, cars frequently park just inside of the rounded curb and sometimes partially in the street, either as visitors or temporary parking. This street is windy, with blind spots, and has several hills which naturally increase the speed of cars on the road. Additionally, it is traditionally a path for wildlife to access the lake. Residents frequently see cougar, bear, deer, and turkeys alongside and in the narrow roadway. Given the design of the road, it is a danger to users of the road (people and animals) to have persistent large vehicles and / or speeding traffic on FVR. Logging trucks tend to fit into both of these categories.

The SLA is a local association promoting the safe use of the lake and surrounding ecosystems as well as other conservation aspects entrenched in our Mission Statement and Goals. As such, we feel obligated to attempt to make our local roads as safe as possible during the logging operations of Section 36.

DNR will be awarding a contract for the company that will harvest Section 36. We, the SLA Board, are requesting that DNR consider a contractual clause or incentive clause requesting that the logging company not use FVR from the bridge to Hwy 211 for their transport of harvested trees from Section 36. That is, we are requesting that logging trucks travel south on FVR from Sacheen Southshore Rd. FVR south of the bridge rarely has pedestrian traffic, has fewer homes, and the speed is twice as fast (50 mph vs. 25 mph). If the logs are being transported south toward Spokane, then the use of FVR traveling south at 50 mph is highly likely (shortest and quickest path). If the logging requires travel east on Hwy 2, the distance from Sacheen Southshore to Newport, for example, going south on FVR is only slightly longer than using the northbound section of FVR, but due to the higher speed, is actually quicker. If the logging requires travel north on Hwy 211 to Hwy 20 or elsewhere, the trip may be longer going south on FVR, but the time is not that much longer via this route than traveling north on FVR to Hwy 211 and may be more fuel efficient at 50 mph to 60 mph than traveling 25 mph on FVR.



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Please consider some form of contract clause or contract incentive to have the logging trucks not drive on the 25 mph section of FVR. As noted, this restriction would be a big increase in safety of the wildlife, pets, pedestrians, and vehicles that use FVR north of the bridge as well as significantly reducing the noise for residents living on that section of FVR.

Respectfully,

A handwritten signature in cursive script that reads "Grant C. Miller".

Grant Miller

President, Sacheen Lake Association