

Changes to the 2017 MVUM from the 2016 MVUM

Coconino National Forest • 2/17/2017

Route number	Comment	District	Response to Comment	Change to MVUM
<p>Route 66 at Bellemont</p>	<p>A portion of Route 66 is an I-40 frontage road on the south side of Bellemont that I think should be shown on the MVUM. The road is mostly on non-NFS lands, but a small section of it goes through both the Coconino and Kaibab national forests. It is a paved road that gets regular use because it is easily accessible from the Bellemont I-40 exit and goes to a very large shooting pit on adjacent private land. The route receives regular use. Designation of the route would not cause any problems as long as no 300-foot motorized camping corridor is included.</p>	<p>Flagstaff</p>	<p>This route is not Forest Service jurisdiction, but crosses portions of both the Coconino and Kaibab National Forest. It appears to be a public road that is regularly used. Showing it on the MVUM is likely to provide improved clarity and access by Forest visitors. Also discussed with the Kaibab National Forest, which was supportive of adding the route to both forests' MVUM maps.</p>	<p>Road added to the MVUM as a public route.</p>
<p>522, Freidlein Prairie Rd</p>	<p>This is one of the few spots on the forest with designated dispersed sites where the designated camp sites are ~50-100 feet from the road. Currently the 2016 MVUM shows a section of the route with a motorized</p>	<p>Flagstaff</p>	<p>Remove the inaccurate 300-foot camping corridor on the 522 road and replace with GPS'd data of the actual designated dispersed car camping areas. Using existing spur roads instead of a camping corridor portrays more accurate information about where motor vehicle use is allowed and removes the issue of having people incorrectly perceive that the 300-foot</p>	<p>Replace the 300-foot motorized camping corridor with GPS'd spur routes. Include seasonal designations for those routes that only allow for seasonal use.</p>

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	dispersed camping corridor where it does not overlap with the adjacent Wilderness boundary... but this is misleading as people can only drive to and camp in designated sites... and not everywhere in that corridor. The last four routes should include a seasonal designation so that they are designated from 9/1 to 2/28 of each year because of MSO.		motorized camping corridor overlaps a part of the designated Wilderness. The 522 has been managed with designated dispersed campsites well before the TMR planning process. The purpose of this change is to better reflect how the area is managed on the ground based on previous decisions.	
9478X	We just constructed a new trailhead that was approved in part of the Marshall Fuels Reduction EA a few years back. We are calling it the Sandys Canyon Trailhead and it's just west of Canyon Vista Campground on Lake Mary Road, in an old City Well pad. In addition the decision to implement this meant that FSR is now open the public 9478X.	Flagstaff	Add the 9478X as designated for hwy-legal vehicles. This was part of the Marshall Fuels Reduction and Forest Health Improvement Project Environmental Assessment. Now that the trailhead work has been completed, it is time to reflect this change on the MVUM.	Add the 9478X as designated for highway-legal vehicles only.
9222L	The road marked on the MVUM map as 9222L is showing an incorrect alignment. There are	Flagstaff	The current road shown on the MVUM as 9222L is incorrect as it dead ends. 9222W appears to be the through-route at this location, which connects to 9005G, albeit	Remove the 9222L from the MVUM and include 9222W connecting all the way between 9005G and 517D.

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	actually two roads in this area. The one on the east side is a dead-end that needs to be signed and/or rehabilitated. The route on the west goes down and connects with 9005G as shown for 9222L on the MVUM.		through a slightly different alignment, part of which is not currently in INFRA. The portion not in INFRA can be seen in aerial photos and appears to provide access to a water tank that is regularly used for admin purposes..	
420K	This route appears to be part of the 2013 Hunter Access CE, but it is not shown on the MVUM map?	Flagstaff	Designation of this route was part of the signed decision, on the decision map, and identified and cleared for designation in the Biological Assessment and cultural resource clearance. The route was surveyed by M Dechter on 10/14/2016. Route was mostly in good condition. The north side of the road is in the Schultz Fire area and has been used for tree planting efforts and to install and maintain a precipitation gauge. The very far north part of the road is heavily gullied and prevents additional motor vehicle travel further. Add 420K to the MVUM as all vehicles to reflect the 2013 Hunter Access decision.	Add 420K to the MVUM as all vehicles to reflect the 2013 Hunter Access decision.
9150A	There is a portion of 9150A as shown on the MVUM that doesn't exist. The 9150A should be shortened/realigned to incorporate the 9150G.	Flagstaff	The portion of 9150A that parallels 9150G does not exist on the ground.	Realign the 9150A to incorporate the 9150G, remove the portion of 9150A that is shown as paralleling 9150G.
9224J	This road is shown as "other" jurisdiction. I'm not sure, but they might be FS jurisdiction, not sure we want the 9224J on the	Flagstaff	This was checked on 10/7/2016. The road is FS jurisdiction with no county easement or other permits for maintenance or use. So, the road is more accurately shown as an FS route instead of "other" jurisdiction. There is	Change from "other jurisdiction" to designated for "Hwy legal vehicles only".

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	MVUM anyway, unless it is easier than writing a permit for the homeowners that live up there.		evidence from 6/2015 that the road is used for car camping and thus should be kept on the MVUM. Changing it to "Highway legal vehicles only" will reduce potential for conflict between OHVs and nearby housing and will keep the rules for what types of vehicles can use the road the same as its previous designation as a County road. Change from "other jurisdiction" to designated for "Hwy legal vehicles only"	
6149	Based on field survey, the south end of the 6149 road is actually blocked by boulders at 2 locations and not drivable as shown on the MVUM, so please update the MVUM so that this section of the 6149 is removed from the 2017 MVUM.	Flagstaff	This route had been blocked by boulders for at least a decade and the roadbed has regenerated back to a single track trail.	Modify 6149 to remove southern section that has been blocked by boulders.
78	FR 78 shows as connecting from the west to FR 700 through private land. In reality, the east side of this intersection (where 78 is shown connecting to FR700 in the private land) does not exist on the ground as shown on the map. The road is barely visible and blocked by gates at the private boundary. In reality, FR78 connects to FR700 by way of a small section of non-system and a section of	Flagstaff	Was surveyed in July 2016 and the route does connect through to the north on existing FS roads.	Realign the route to the north by removing the portion of 78 that crosses private land, and show it crossing north of this property on the existing NFS road.

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	FR6394, which go north of the private land.			
9473J	The 9473J should not be shown as designated on the 2017 MVUM	Flagstaff	The designated portion of this road is located in a large area of leafy spurge, which appears to be the center of the outbreak resulting in spread and establishment of new nearby populations. This route should be removed to allow treatments and prevent ongoing spread of this species. Approved in the Noxious Weeds EIS.	Remove spur road 9473J from designation.
418 Camping Corridor	The south side of the camping corridor on FR 418 overlaps the Abineau potential wilderness area between 9123B and 6028.		Data from the Arizona Game and Fish Department shows that there are no dispersed campsites here, so removing the 300-foot motorized dispersed camping corridor at this location will have no impact.	Remove the 300-foot motorized camping corridor on the south side of FR418 between 9123B and 6028.
708 along Fossil Creek, 708D, 708E, and 708F	The Fossil Creek Interim Management Project approved in 2016 required a permit process during the camping season to limit use (and motor vehicle access) in the river corridor). This decision will limit motor vehicle use on roads including a portion of 708, and all of 708D, 708E, and 708F.	Red Rock	The Fossil Creek Interim Management Project requires a permit via a reservation system for access to the Fossil Creek corridor from 4/1 to 10/1. Vehicles traveling through on Forest Road (FR) 502 to Childs will not be subject to the reservation system. It was decided this decision would be best represented on the MVUM map by showing these roads as seasonally designated so that there are clear expectations that vehicular use in these areas is generally restricted during April 1 – October 1 of each year.	Change FR 708D, 708E, 708F and portion of 708 along Fossil Creek as seasonally designated from October 2 to March 31 of each year.
9904, 9904B, 9904C	Remove Forest Road 9904 from designation where it is on National Forest System lands. Also remove connected routes 9904B and 9904C.	Red Rock	The Soldiers Pass Motor Vehicle Use Decision Notice closed these routes to public motorized use, and requires a permit system for motorized access, which is an exemption under the Travel Management Rule.	Remove designation of the portion of 9904 on National Forest System lands, including connected spur routes 9904B and 9904C.

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9241E	Wants this road designated for the first few hundred feet to provide access to several very nice motorized campsites.	Red Rock	There are no resource concerns with the 9241E road itself, but it is used to access a number of unauthorized routes nearby that eventually go into a drainage. Also is along a water tank. Comments have said only the first 200 or so feet should be designated. This portion of the road has an established gravel pull-out that extends approximately 180 feet from FR 213 that has been used for car camping for decades. It was included in the original 2011 TMR decision and in the 2012 and 2013 MVUM, but because most of this part of 231 is fenced, it was removed from designation until the part of the fence with a gate (i.e. 9241E) could be managed so as not to lead to several of the connecting motorized routes that are beyond the 300-foot motorized camping corridor. Boulders and a gate were installed at the 9241E in June 2016 to delineate the motorized camping area and prevent unauthorized motor vehicle use beyond the camping corridor. As a result, the first few hundred feet of the route will be placed back on the map as designated to provide access to several existing car camping sites.	Add first 180-200 feet of road as designated for all vehicles, year long. Include 300-foot camping corridor to allow motorized access to the several existing campsites in this area.
131	Field survey on 6/3/2016 found that only one side of the loop at the northern end of this route is not designated despite very good condition of the road and regular use.	Red Rock	This area was visited on 6/3/2016 by the RRRD Ranger and several District staff. There is a concern that only a part of the loop at the north end of FR131 was not fully designated. The south side of the loop (0.25 miles) is not designated despite being regularly used and in better condition than the designated north side of the loop. This small section of route should be designated as it facilitates one-way traffic in this area	Add designation to 0.25 miles of the 131 road to allow for motorized access on a small loop along the Parson's trailhead.

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			and prevents people from driving off the road for cars to pass on the northern portion of the loop, which could possibly affect cultural resource sites. The north part of the loop is along the Parson's Trail trailhead, and thus allowing motor vehicle use on the full loop can allow for a better working traffic pattern. Add designation to 0.25 miles of the 131 road to allow for motorized access on a small loop along the Parson's trailhead.	
9549E	This route is shown at the wrong location on the MVUM. The 9549E actually occurs at the end of what is currently shown as the 9549F.	Red Rock	Based on comments by Michael Gordon after signage and inventory work in the area, confirmed with aerial photos. The 9549E is currently shown in the wrong location.	Remove the section of 9549E that occurs west of the intersection of 9549F as it does not exist on the ground.
9205K	Please replace existing alignment with more accurate alignment	Red Rock	The realignment of this route was approved through the 2016 "Forest Roads 9205K and 9202Y Rehabilitation" project. The project has been implemented and the new alignment has been GPS'd.	Existing alignment on MVUM map replaced with GPS'd alignment of current route condition.
Casner Mtn Trail (Trail No. 8)	Please include some sort of callout on the Casner Mountain Trail (Trail No. 8) that informs people that this is a permitted trail	Red Rock / Flagstaff	There have been a number of instances where people have ended up stuck behind the gate at Casner Mtn Trl because they did not know it required a permit as the information about this is only shown in the very corner of the map. It would be nice if we could have a call-out that says, "Please refer to the Blanket Statements for more information on this route"	A call-out at the location of the trail was added to the north and south portions of the map.

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9733E / 9710V/ 318	The 318 road is down the bottom of a valley and 9710V is a better road (wider and not in the drainage bottom). There is another road that is actually more used that connects a portion of 318 to 9710V.	Mogollon Rim	9733E connects to 9731D to connect to Hwy 260, thus providing important access. A part of 9733E also provides access to 318, which goes to private. Aerial photos show that the 318 alignment is actually in a way that it connects to the 9710V/9733E intersection. With this re-alignment of 318, the 9733E route is not necessary access to private and has been identified as causing watershed impacts since it is in a drainage bottom. 9710V is a better road, but its designation dead ends and does not connect through because it is partially located in the Jack Benny Mexican spotted owl PAC and Fisher goshawk PFA. Thus 9710V cannot be a substitute for 9733E without wildlife impacts. 9733E is partially in a drainage but used for access to/from private property and used to access nearby Bly Pit.	Remove designation of existing portion of 318 and of 9733E to reduce impacts to watershed resources. Realign 318 based on aerial photos showing it connecting to 9710V/9733E intersection.
9717H	This route goes through the Elks Picnic Ground to the edge of wash. Is this something that may cause problems with the developed site?	Mogollon Rim	This road was blocked at Elks Camp Ground in a NEPA decision in 2015 after a wildfire north of the area. The MVUM should be corrected to reflect this change.	Remove designation of portion of road north of Elks Camp Ground to reflect what is already occurred on the ground.
9726F	Portions of the 300-foot motorized camping corridor symbology are showing outside of the Forest boundary	Mogollon Rim	Remove the portions of the symbology which show outside the Coconino National Forest boundary. The MVUM has no ability to designate motor vehicle use outside of the National Forest System lands.	Remove portions of motorized dispersed camping corridor symbology on the north side of 9726F showing outside of the Forest boundary.
321A	The road is designated past where it is drivable. The designated portion of 321A should probably end at the turn-around area at the	Mogollon Rim	Field checked on 8/26/2016 by P. Haessig and L. Miller. It appears the designated alignment shown on the map is not correct. The northern portion of the road, at the terminus of the designated 300-foot camping	Remove designation of the road north of the 300-foot motorized camping corridor, because this road is not drivable past the current 300-foot motorized camping corridor.

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	<p>access to Dane Spring (approx.1 mile north of intersection with 321). Note: the area at the turn-around adjacent to the Dane Spring access is regularly misused and additional signage, fencing, or regular enforcement would be beneficial. From the Dane Spring turn-around area on 321A, frequent misuse is occurring north and east on the officially closed road 9707Y leading into west moonshine draw and around to moonshine draw and spring. These are sensitive riparian meadows and have been officially closed for many years.</p>		<p>corridor is not an existing motor vehicle route that can be driven.</p>	
9384L	<p>It was reported that the 9384L is shown as an open road, but is blocked by boulders.</p>	Mogollon Rim	<p>Appears the closure by boulders has been in place for a decade or more.</p>	<p>Remove 9384L from designation since it is blocked by boulders</p>
Big Pines Dr.	<p>The street shown as "Big Pines Dr." on the map is actually signed as "Evergreen Path" throughout the entire route.</p>	Mogollon Rim	<p>These are non-Forest Service roads, but in order to provide accurate information, it would be best to show the current road name.</p>	<p>Change "Big Pines Dr." to "Evergreen Path" on the MVUM to reflect existing conditions.</p>
UTM Grid	<p>UTM Grid and markings should be removed from map. For some National Forest that are on more</p>	Forest-wide	<p>Removing the UTM grid would likely result in little or no impact to Forest users.</p>	<p>Remove UTM grid from the map.</p>

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	than one UTM projection, this causes problems when being displayed on electronic platforms such as Avenza Maps.			
City Limits	Please include a symbol on the map to indicate the City limits of the City of Flagstaff and City of Sedona.	Forest-wide	We've received a number of requests from front desk employees to add the Flagstaff and Sedona city limits because they often have to explain to people that camping is not legal in these areas due to existing closure orders. They feel that having this information on the MVUM will save them a substantial amount of time and improve public understanding and compliance of current forest rules.	City limits for Flagstaff and Sedona were added to the 2017 MVUM, because there are closure orders for both of these areas prohibiting camping.
Marginalia	Please include a sentence in our "box" that states, "designated roads are subject to wet weather or winter road closures, or may be temporarily closed due to project-related work, emergency activities, or firefighting operations. Winter weather closures generally occur in higher elevations starting with the first substantial snowfall in late December, and can last until mid-April. Please check the Coconino National Forest webpage for the	Forest-wide	Every year we receive several calls from Forest users complaining that the map has no information about seasonal closures. This is not true, as the language is in the marginalia, but it is hard to find and is not very specific. If we can include this more specific information, it may be helpful. Due to limited space, one sentence was added, "Designated roads, trails, and areas may be subject to temporary weather, resource, or emergency closure.	New information added in "Special Notices" portion of map with more detailed information about wet weather closures.

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	latest information about status of roads."			