
Scoping Comment Report

Okanogan-Wenatchee
National Forest:
Motorized Travel
Management

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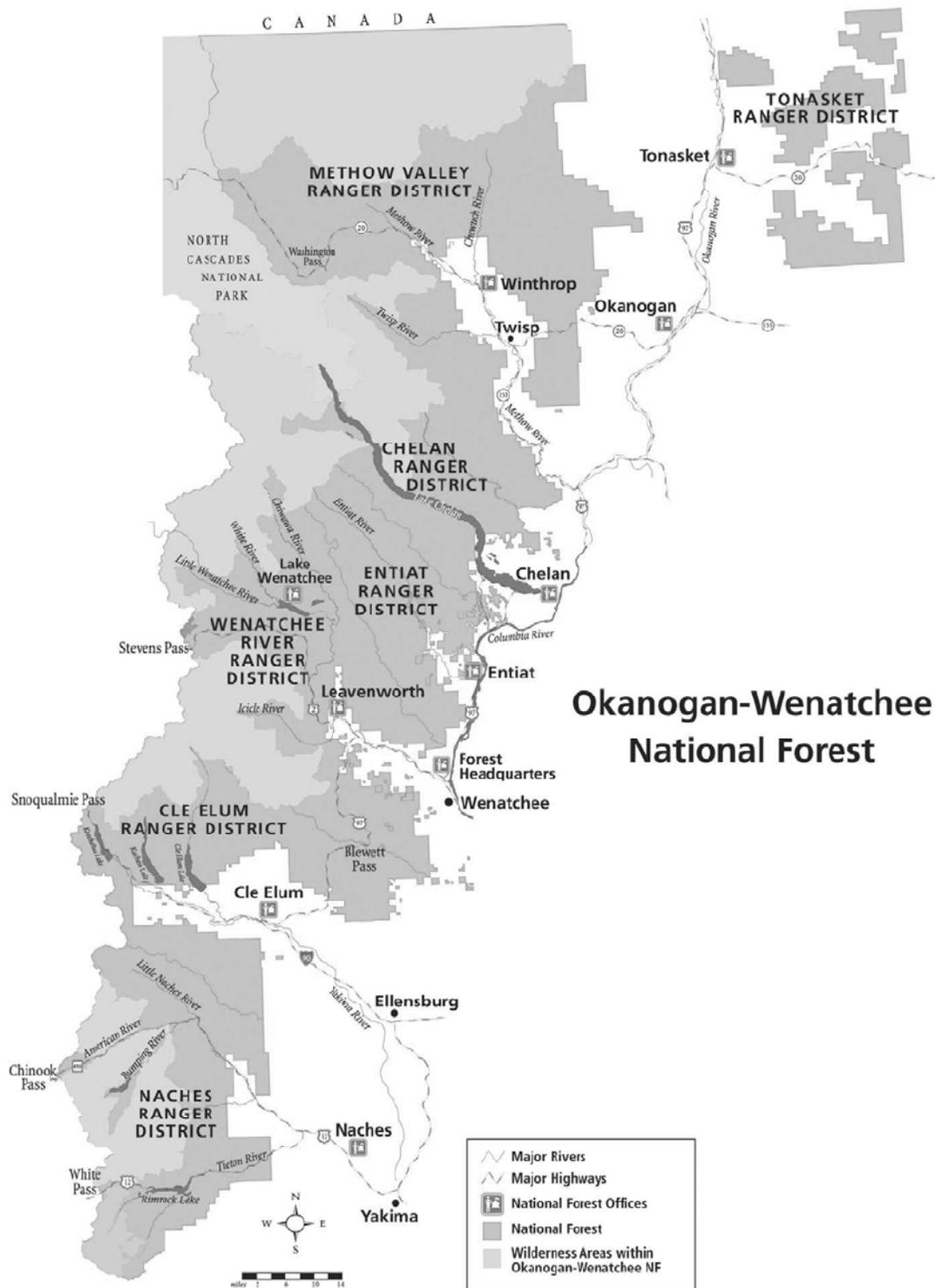


Figure 1 – Project area map

Chapter 1: Introduction

HOW TO USE THIS REPORT

The U.S. Department of Agriculture, Forest Service (Forest Service) administers the land and resources within the Okanogan-Wenatchee National Forest (OWNF) in central Washington State. The purpose of this Scoping Comment Report (Report) is to identify and synthesize the substantive issues raised by agencies, organizations and individuals during the scoping comment period for the OWNF Proposed Action for Motorized Travel Management. It does not contain a listing of all the comments received; rather, it attempts to distill the substantive comments that may be used by the Forest Service to address procedural issues, develop alternatives and/or expand their analysis. The Forest Service will address these comments in their preparation of the draft environmental impact statement.

This Scoping Comment Report was developed by EnviroIssues¹ (www.enviroissues.com), under contract with the U.S. Institute for Environmental Conflict Resolution (www.ecr.gov), as part of an interagency agreement with the OWNF-Forest Service.

PROJECT DESCRIPTION

The Forest Service implemented the Travel Management Rule (Rule) in 2005. The Rule directs each national forest in the United States to designate roads, trails and areas open to motor vehicle use on a motor vehicle use map (MVUM). Motorized vehicle use off designated roads and trails and outside designated areas would then be prohibited by regulation (36 CFR 261.13).^{2a}

The Forest Service is proposing changes to motor vehicle use on specific roads, trails and areas within the non-wilderness portion of the OWNF. Winter, over-the-snow motorized use will not be analyzed at this time and is not part of the proposal recently submitted for public review and comment during the scoping period. Changes to existing motorized vehicle use, when implemented, will result in clear, standardized designations of routes and areas on the OWNF where motorized use is appropriate, sustainable and desirable.^{2b}

The project area map for this planning effort is shown in Figure 1.^{2c}

In order to make discretionary decisions on federal lands, the Forest Service must comply with the provisions of the National Environmental Policy Act³ (NEPA). NEPA requires that agencies 1) consider every significant aspect of the environmental impact of the proposed action and its alternatives, and 2) inform the public how the agency addressed social and environmental concerns in the analysis and subsequent decision.

¹ EnviroIssues is a privately-held public involvement firm headquartered in Seattle, Washington.

^{2a, 2b, 2c} Adapted from the *Proposed Action Scoping Document* (March 2009)

³ 42 U.S.C. 4321 et seq., signed into law on January 1, 1970.

SOLICITATION OF COMMENTS

Sec. 1501.7 of the implementing regulations for NEPA developed by the Council on Environmental Quality specifies the following:

“There shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. This process shall be termed scoping. As soon as practicable after its decision to prepare an environmental impact statement and before the scoping process the lead agency shall publish a notice of intent (Sec. 1508.22) in the Federal Register...”

In response to this requirement, the Forest Service filed a Notice of Intent (NOI) to prepare an environmental impact statement for travel management on the OWNF in the Federal Register on March 24, 2009 (Appendix A). The scoping period began with the publication of the NOI and closed May 7, 2009.

In addition to the Federal Register notice, the Forest Service prepared and distributed the *Proposed Action Scoping Document*, with a cover letter signed by OWNF Forest Supervisor Rebecca Lockett Heath on March, 23, 2009. This document was sent to agencies, organizations and individuals on the project mailing list, and also posted on the project Web site (<http://www.fs.fed.us/r6/okawen/travel-management/proposed/okawen-travel-scoping-document.pdf>).

Public notice of the scoping comment period and public scoping meetings was also announced in the NOI, the scoping letters, the project Web site and in press releases sent to media outlets throughout the region.

METHODS OF COMMENTING

The Forest Service invited the submission of comments through a variety of ways:

- Use of the Web site comment form (PDF that could be downloaded from the site)
- On-line comments
- Comments sent by postal service, fax or hand-delivered to any of the ranger district offices or the forest supervisor’s office
- Comments collected by Forest Service staff from individual or interest-group meetings
- Written comments submitted during public scoping meetings (handwritten or electronic)
- Recorded, verbal comments submitted during public scoping meetings (via hand-held personal recorder)
- Written comments connected to specific, flagged locations on large display maps during public scoping meetings

Public scoping meetings were held at four locations within the OWNF project area on the following dates: Ellensburg (April 6, 2009), Yakima (April 7, 2009), Cashmere (April 8, 2009) and Okanogan (April 9, 2009). A public scoping meeting was also held at Mercer Island in western Washington on April 16,

2009. Appendix B contains a summary of the scoping meetings. The Tonasket (April 14, 2009) and Methow Valley Ranger Districts (April 24, 2009) also held informal meetings during the scoping period.

Chapter 2: Comment Analysis Process

COMMENTS RECEIVED

The scoping comment period began March 23, 2009 and closed May 7, 2009. The Forest Service read through each response to check for information requests and then provided all responses received to EnviroIssues for processing and initial analysis.

The number of printed and electronic responses received by the Forest Service can generally be broken down as follows:

- Responses received through public meetings = 147
- Responses received by mail = 39
- Electronic responses = 112
- Petitions = 7 (Petition 1 = 16 signatures, Petition 2 = 69 signatures, Petition 3 = 84 signatures, Petition 4 = 71 signatures, Petition 5 = 70 signatures, Petition 6 = 250 signatures, Petition 7 = 200 signatures)
- Form letters⁴ = 2 (Form letter 1 = 71 letters, Form letter 2 = 122 letters)

PROCESSING COMMENTS

Analysts recorded the name and contact information of each respondent and assigned a unique identification number to each response. This information was entered into a computer database, linking responses to the corresponding respondent. This approach also facilitated instances where one respondent sent in multiple responses during the scoping period. Responses were scanned and saved in portable document format (PDF) and attached to the respondent in the database for easy tracking and retrieval.

Once the respondents and responses were entered into the database, analysts read through each response and numbered and coded the unique, substantive comments contained therein. Each substantive comment received a single code. Any given response may have more than one substantive comment. Attachments not specific to the March 2009 Proposed Action (e.g. letters or analysis that predated the scoping period) were not coded but recorded as present in the comment notes. Codes were assigned using a comprehensive list developed in anticipation of the types of comments that would be received, with review and input from the Forest Service. As the list of codes was developed prior to the coding process, new categories were added as needed. Appendix C contains the final list of coding structure utilized for this project. Not all of the codes developed prior to the analysis ended up being utilized.

Each letter was reviewed twice – once by the primary coding analyst, and then again by a second analyst entering the comments into the database. Questions about the proper coding of comments were

⁴ Form letters often included brief additional, personalized, comments.

resolved at that time. As a final quality control check, the analysts who prepared the Report also compared comments within categories to ensure they were placed into the correct categories.

Forest Service staff maintained access to the comment database, and checked periodically to review the data that had been entered.

ANALYSIS METHODOLOGY

Once all the comments were entered into the database, the analysts queried the database to produce spreadsheets containing the individual comments, sorted by categories. Other information provided on these spreadsheets included the response number, comment number, district and location (if this information was provided in the comment).

The analysts then synthesized the comments to produce summary statements that captured the unique issues and concerns raised and eliminated redundancy.

Every substantive comment has value, whether it is stated only once or multiple times. For that reason, neither this Report, nor the analysis, sought to tally the number of comments received on any given topic to ensure that this did not become a voting process. It is the specificity and relevance of each comment to the Forest Service Proposed Action that brings value to the ongoing Forest Service analysis of the motorized travel management Proposed Action and development and analysis of alternatives.

Finally, it is important to note that this report summarizes the key messages distilled from hundreds of pages of scoping responses. While it will assist the Forest Service in focusing its next steps for alternative development and analysis, it is not intended to replace the need for the Forest Service, or others with interest, to read through the original responses.

Chapter 3: Synthesis of Comments

ORGANIZATION OF THIS SECTION

The following topical sections are organized alphabetically by title of the category. Again, there is no attempt to present every comment recorded for each category. The narrative under each topical section identifies the key messages and common threads throughout the comments.

Because there is no attempt to quantify the number of times a given message was heard, comments are generically attributed to “respondents.”

AIR QUALITY

Respondents said the Forest Service should consider the impacts that motorized route designation has on air quality; non-motorized users spend more time in a given area and may be more greatly affected by reduced air quality than motorized users.

DISPERSED RECREATION ACCESS

General Comments

Respondents said there were too few motor vehicle-accessible dispersed sites designated in the Proposed Action. Especially desirable locations are near water and with easy access to the trail system.

Respondents asked the Forest Service to choose access corridors and routes with care so that these areas don't turn experience uncontrolled and essentially unconfined motorized use from the impacts of parking, drive-arounds and turn-arounds.

Add/Delete Motorized Access Corridors for Dispersed Camping (specific locations)

Respondents suggested numerous specific additions to the motorized access corridors (300-foot wide on either side of the designated road) identified in the Forest Service Proposed Action. The reasons provided for the suggested additions were: 1) to improve access and convenience from campgrounds to trailheads for non-highway legal vehicles (reduce the need for trailer loading and unloading between trails) and 2) to include favorite dispersed camping sites that were not identified on the Proposed Action maps.

Appendix D contains a listing of the specific motorized access corridors for dispersed camping requested for designation, including (as provided by the respondent or the Forest Service) the District, location and route number.

Other respondents suggested one specific deletion to the motorized corridors: Scotty Creek Road (7324) on the Wenatchee River Ranger District. In general, those objecting to motorized corridors for dispersed

camping did so by their characterization of the large number of acres of essentially unrestricted motorized travel that these corridors represented – they felt that the corridor widths should be narrowed, the length substantially reduced, and that they should be well-posted to encourage compliance with keeping within the corridor. Respondents felt that limiting the size of the corridors would better enable the Forest Service to meet environmental standards.

Add/Delete Motorized Access Routes to Dispersed Sites (specific locations)

Respondents suggested several specific additions⁵ to the motorized access routes to dispersed sites (typically 50-150 feet long, but could be longer) identified by asterisks in the Forest Service Proposed Action. These suggested additions were generally for favorite dispersed camping spots to enhance the motorized recreation experience on the OWNF.

Respondents who objected to the addition of motorized access routes said that the Forest Service should not reward user-created routes by adopting them through this designation process.

CHANGE CLASS OF VEHICLE (SPECIFIC ROUTES/AREAS IDENTIFIED)

Respondents suggested several changes in the designated class of vehicle described in the Proposed Action:

1. Change Forest Trail 365 (Mutton Ridge Area – Tonasket District) from motorcycle only to ATV and motorcycle use.
2. Change Mountain Home Road (Leavenworth to Highway 97 – Wenatchee River District) to ATV and motorcycle use.
3. Change Trail 346 off the 380045 road (Tonasket District) from motorcycle only to ATV and motorcycle use.
4. Change Trail 1127 (Naches District) from motorcycle only to 4x4 and motorcycle.
5. Change Trail 1111 (Heart Creek – Naches District) from motorcycle only to 4x4 and motorcycle.
6. Change Trail 966 at the top of Gold Creek (Naches District) from motorcycle only to 4x4 and motorcycle to access the Bald Mountain and jeep system.

CHANGE OF MAINTENANCE LEVEL

The Proposed Action describes reducing maintenance levels from III to II on a number of roads included in the proposal as motorized mixed use. Respondents commented on this for specific routes, as well as a general management approach. Unconnected with motorized mixed use, there were additional comments addressing maintenance levels for specific trails.

The reasons provided for opposing reduction in maintenance levels for motorized mixed use include:

1. It makes no sense to let routes with substantial, recent investments in road construction/reconstruction deteriorate to a reduced maintenance level to accommodate motorized mixed use.

⁵ Because of the nature of the dispersed site and access routes, they are more easily mapped than described. Maps provided with comments have been provided to the Forest Service.

2. Reducing maintenance levels on motorized mixed use road to stimulate a corresponding reduction in speed is not efficient, safe or economically beneficial.
3. Rough surfaces will be a considerable deterrent to a wide variety of forest visitors who access these areas with passenger cars, including hikers who use the roads to access non-motorized trails.
4. Rough surfaces will impact forest administration uses.

The reason provided for supporting reduction in maintenance levels for motorized mixed use include providing a higher quality experience that is more challenging (“off-road-like”) for motorized users.

Other comments related to maintenance levels for specific roads/trails include:

1. Trail 1429 (Entiat District) should not be maintained, posted accordingly, and left open as an unimproved motorized trail.
2. Retain the current maintenance level II on Road 39 (Tonasket District, Meadow-Toats Coulee), and designate this road for summer/fall highway-legal use only.

Appendix E contains a listing of the specific routes with concerns related to changing maintenance levels for motorized mixed use, including (as provided by the respondent or the Forest Service) the District, location and route number.

CONNECTIVITY/LOOP OPPORTUNITIES

The ability to create motorized loops was one of the greatest reasons provided for adding motorized routes not identified in the Proposed Action. Respondents provided the following reasons for requesting the addition of motorized routes to create loop opportunities:

1. Connects motorized trails with motorized mixed use roads to create loop opportunities for non-highway-legal motorized vehicles.
2. Loops provide access to larger areas of the OWNF.
3. Provides opportunities to create novice and beginner systems/networks.
4. One-way trail loops increase safety and reduce conflicts on multiple-use trails.
5. Loops provide unique opportunities for training for specific sports, e.g. dog sledding.

Other respondents mentioned specific areas where they would like loop opportunities deleted from the Proposed Action, including loops in the Chelan-Sawtooth inventoried roadless area that would increase motorized traffic.

Appendix F contains a listing of the specific routes identified as loop opportunities, including (as provided by the respondent or the Forest Service) the District, location and route number.

CONTRIBUTIONS TO ECONOMIES/BUSINESSES

Respondents said that motorized recreation opportunities provide an important boost to local economies, especially in rural Washington State. Resorts like Whistlin’ Jack’s Lodge and communities like

Conconully, Loomis, and the Gold Creek area were specifically mentioned, as their tourism niche is focused on motorized recreation opportunities (especially ATVs and snowmobiles). Respondents noted the positive benefits their communities have enjoyed as a result of implementation of the Okanogan Travel Management Plan, and the desirability of continuing the approach outlined in this plan. They also noted that the Forest Service has benefitted from this economic prosperity when communities provide funding for trail construction and maintenance. Respondents from these communities see a conflict when the Proposed Action does not designate existing motorized uses on routes that connect these communities to the surrounding OWNF.

Respondents identified the following specific routes as important for their contribution to local economies/businesses:

1. Motorized routes providing connections between the communities of Brewster, Pateros, Methow, and the upper Methow Valley residences.
2. Motorized routes off Highway 410 and the Chinook Pass Highway.
3. Motorized routes off Highway 12 through Naches.
4. Trail 3800-000, as it connects with Conconully ATV and single-track recreation (Tonasket Ranger District).

CULTURAL RESOURCES

Respondents said the Forest Service should reroute the Naches Pass Trail (4W684) to reduce motorized impacts on the historic Naches Pass Wagon Trail. It was further suggested that motorized impacts be reduced in the Little Naches River area to protect important ecological and cultural resources, including a section of the Naches Pass Wagon Trail.

Respondents said the Forest Service should not designate ORV routes through or near cultural sites, and that any non-essential motorized routes in these areas should be closed.

Tribal representatives reminded the Forest Service of its obligation to survey for cultural resources before any ground-disturbing activities are permitted, and to exclude any known sites from disturbance.

EFFECTS ON ADJACENT LANDOWNERS

Respondents said they wanted to keep open and maintained roads that serve residences in the Pine Gulch, Deer Gulch and Oroville areas. Respondents also felt that the motorized designations would help disperse use and avoid concentration of routes for landowners in the North Fork of Salmon Creek area.

Other respondents said that, generally, motorized designations would degrade the quality of life for adjacent landowners by increasing dust and noise. It would also make operations more difficult for livestock grazing permittees by increasing opportunities for pasture fence gates to be left open and livestock to be harassed. Specific areas of concern are the Ryan and Salmon Allotments.

FIRE PREVENTION

Respondents said that the potential for increased fire risk, through motorized vehicles sparking or hot metal contacting dry vegetation, should be a consideration for the Forest Service in designating the motorized travel system. This should be especially considered in conjunction with the dry forest management strategy.

Respondents said it is an important safety consideration to provide firefighters motorized access to the forest.

Respondents specifically identified routes 315, 324, 317, 318, 319 and 370 (Tonasket District) as potentially susceptible to catastrophic wildfire from motor vehicles.

LANDS AND SPECIAL USE PERMITS

Respondents identified potential conflicts with motorized routes across livestock grazing allotments. These included: 1) pushing/harassing cattle into areas where they shouldn't be, 2) the need to install cattleguards or ATV gates where trails cross livestock grazing allotment fences to prevent gates being left open and cattle dispersed, 3) stock driveways being used for permitted motorized events, and the need to coordinate this livestock grazing permittees. Respondents also requested that the authorization for salting and fence maintenance associated with livestock grazing allotments be included in the travel management plan.

Respondents said that the Proposed Action does not include all routes used for permitted collection of forest products, such as commercial or personal firewood.

Respondents offered to pay for special use permits for disabled persons to have motorized access to specially designated areas.

MITIGATION

Respondents asked the Forest Service to implement best management practices and develop specific mitigation measures for the following:

1. Noise and smoke caused by motorized vehicles in the forest.
2. Potential for motor vehicles to bring invasive, non-native plants into the OWNF.
3. Restricting motorized access to dispersed camping within 300 feet of perennial streams, 150 feet from lakes, and 100 feet from intermittent streams.
4. Gate or otherwise physically block motorized trails at the entrance into wilderness areas, sensitive resource areas (e.g. lakes) and at junctions with non-motorized trails.
5. Utilize seasonal closures to minimize conflicts with wildlife and non-motorized recreationists.

MOTORIZED RECREATION

General Comments

Respondents provided a wide range of general comments about the need for greater motorized access for older and physically disabled people, access for a wide variety of forest uses and products, objection to permanently closing any roads, and concerns for funding and maintaining the system.

Other respondents felt that motorized recreation should be limited to specific, designated areas, and that this use should be less than that identified in the Proposed Action. Other respondents felt that motorized recreation should be expanded to include all non-wilderness areas of the OWNF.

Respondents felt that the same concerns for watershed impacts (e.g. rutting, erosion, water quality) applied to motorized recreation should be applied to non-motorized recreation.

Conflicts between Motorized User Groups

Respondents questioned the Forest Service's assertion that perceptions of crowding and conflicts with motorized uses are occurring in areas of the OWNF.

Respondents said that motorcycle riding and ATV uses are not compatible on single-track trails due to the tendency of ATVs to widen the trail. They felt that it was inappropriate to include ATV use on technical single-track trails. Respondents also noted that ATVs and full-sized 4x4s are generally not compatible on the same trail due to the difference in wheel-span.

Add Motorized Route (specific locations)

Respondents suggested numerous specific additions to the motorized routes identified in the Forest Service Proposed Action. Some of these routes were identified as currently on the system, but not included in the Proposed Action. Others were identified as user-created routes that respondents wanted to add to the system. The reasons⁶ for these suggested additions were numerous and include (in no particular order):

1. Opportunity to add more challenging routes
2. Opportunity to add routes that address a spectrum of skill levels (from beginning to expert)
3. Opportunity to create a more extensive motorized system
4. Opportunity to expand the ATV-appropriate system
5. Opportunity to create a motorized system that would benefit a particular community
6. Opportunity for early season motorized use
7. Desire to add a favorite personal or family route
8. Desire to add a route to a favorite personal or family destination
9. Desire to add a route that an individual or organization has invested volunteer time in constructing and/or maintaining

⁶ Requests to add motorized routes for loop opportunities are discussed under the "Loops" topical section.

10. Desire to include routes to continue legal motorized use that is already occurring (i.e. currently on the system, but not included in the Proposed Action)
11. Desire to add routes to legally continue ongoing motorized use (i.e. user-created routes)
12. Need to add a route to access permitted structures (e.g. powerline, sanitary facilities)
13. Need to add a route to ensure motorized access to property (e.g. private, other jurisdictions)
14. Need to add a route to ensure motorized access in case of fire emergency
15. Need to add a route to be consistent with adjacent jurisdictions motorized routes
16. Need to add a route to compensate for another route that is not being designated

Appendix G contains a listing of the specific routes requested for addition to the motorized system, including (as provided by the respondent or the Forest Service) the District, location and route number.

Delete Motorized Routes (specific locations)

Respondents suggested numerous specific deletions to the motorized routes identified in the Forest Service Proposed Action. The reasons for these suggested deletions were numerous and include (in no particular order):

1. Adverse impacts to soil and water resources, due to steepness of terrain, loose/mobile soils, boggy soils, adjacency to streams, and stream crossings without bridges.
2. Adverse impacts to fisheries due to trails crossing fish-bearing streams without bridges.
3. Steep trail with drop-offs that make it unsafe for motorized travel.
4. Do not provide loop opportunities; therefore, they are not as valuable to the overall motorized trail system and should not be designated.
5. Dead-end in the middle of nowhere, isolated opportunities, and will encourage off-trail exploration.
6. Motorized route is surrounded by non-motorized trails, creating one noisy trail in an otherwise quiet valley.
7. Located in an area that is hard to find/identify.
8. Two motorized trails parallel each other for a number of miles; designate one or the other but not both.
9. ATV trail intersects on one end with a motorcycle-only trail, and on the other end with a non-motorized trail; it makes no sense to have the ATV trail sandwiched in the middle.
10. Road density in the area exceeds needs for critical wildlife habitat.
11. Motorized use conflicts with significant late-successional habitat in the area.
12. Already physically closed (berms, etc.); no reason to reopen them for motorized use.
13. Nearby routes better suited for motorized use and should be designated instead.
14. High-value for the full-spectrum of non-motorized uses – will cause conflict to designate it for motorized uses.
15. Situated too close to popular horse trails.
16. Lead to private and other non-Forest Service lands; inappropriate to lead motorized users into these areas.
17. No private easements exist for trailheads.

18. Requires frequent maintenance to prevent resource impacts – not well suited for designation as they are not sustainable.
19. Motorized trails should not be increased in inventoried roadless areas (IRA), especially in the Teanaway Trails Area, which is the core of the largest IRA in the Alpine Lakes area.
20. Routes within close proximity to, or that dead-end at, wilderness boundaries (e.g. Alpine Lakes, Pasayten); will result in motorized incursions into wilderness, and will be difficult to enforce.
21. Routes within close proximity to, or that dead-end at, the Pacific Crest Trail; will result in motorized incursions onto this trail.
22. Stop motorized use well-ahead of wilderness boundaries – make an enforceable endpoint.
23. Do not reward user-created routes by adopting them in this designation process.
24. Alpine Lakes area is a higher value area for non-motorized than motorized uses.

Appendix H contains a listing of the specific routes requested for deletion from the proposed motorized system, including (as provided by the respondent or the Forest Service) the District, location and route number.

Add/Delete Motorized Mixed Use (specific locations)

Respondents said that more motorized mixed use opportunities should be made available on the OWNF; that this would expand motorized recreation opportunities without increasing costs (e.g. building new trails). Safety concerns could be addressed through speed limits.

Other respondents felt that increasing motorized mixed use on the OWNF would significantly increase the miles of routes available to ATVs and non-street-legal motorcycles, which would have correspondingly negative impacts.

Respondents said that allowing unlicensed drivers to operate motor vehicles on roads with full-sized, highway-legal vehicles was inappropriate and dangerous.

Respondents suggested numerous specific additions to the motorized mixed use⁷ routes identified in the Forest Service Proposed Action. The reasons provided for the suggested additions were: 1) to improve connectivity of loop opportunities of system roads with Washington State Department of Natural Resources “Green Dot” roads;⁸ 2) to improve trail access for non-highway legal vehicles (reduce the need for trailer loading and unloading between trails) and 3) to expand ATV riding opportunities, which are generally viewed as lacking on the OWNF by the motorized community.

⁷ “Motorized mixed use” is a designation that permits highway-legal and non-highway legal vehicles to share the road. While most motorized mixed use roads allow all non-highway legal vehicles, some allow only motorcycles as the designed non-highway legal vehicle.

⁸ The “Green Dot” program is a cooperative travel management program between public land management agencies and private landowners in Washington State. The presence of a “green dot” on a road marker indicates it is open for motorized use.

Appendix I contains a listing of the specific routes requested for addition to the motorized mixed use system, including (as provided by the respondent or the Forest Service) the District, location and route number.

Other respondents suggested one specific deletion to the motorized mixed use routes identified in the Proposed Action: Forest Road 39, near the Pasayten Wilderness Area on the Tonasket Ranger District. The reasons provided for deletions include the proximity of specific proposed motorized mixed use roads with congressional designated wilderness, and the presence of fragile meadows – both of which respondents feel may be at risk for illegal off-road activity associated with the motorized mixed-use designation.

Add/Delete Motorized Areas (specific locations)

Respondents suggested several specific additions to motorized areas (often referred to as “motorized play areas”) identified in the Forest Service Proposed Action. The additions requested are existing gravel pits on the following roads: 3820-250, 3800-360, 3700-140, 4200-275, 3810-115, and 3700-310 (Tonasket and Methow Valley Districts). Respondents felt that these gravel pits should be available as little or no irreparable resource damage would be done with their motorized use. Outside of existing gravel pits, there was a request for a motorized play area close to Buck Meadows (Cle Elum District) to expand 4x4 opportunities within this district beyond the proposed designation of the Moon Rocks and Funny Rocks areas.

There were no comments related to the removal of specific motorized areas identified in the Proposed Action.

Loss or Reduction in Opportunities

Respondents said that they felt the Proposed Action would reduce current motorized recreation opportunities across the OWNF. Respondents felt the reduction in motorized opportunities would be particularly felt by the elderly and disabled populations.

ATVS

Respondents said that ATV users are the largest recreation group (and growing) on the OWNF, yet have the least amount of opportunity. The Naches area, specifically, was mentioned as lacking in ATV opportunities. Respondents would like more motorized mixed use opportunities (regardless of state laws), opportunities to ride on the shoulders of motorized roads, on old logging roads, and the opportunity to ride on any motorized trail. Respondents felt that the impacts to the land from ATV use are less than other forms of motorized recreation.

Other respondents would like to see ATV use in specific designated areas only, not including areas designated for full-size 4x4s and motorcycles. Respondents suggested the creation of specific ATV parks, where use could be controlled and monitored.

Full-sized 4x4s

Respondents said that 4x4 trails are open to all other motorized uses, but other motorized designations preclude the use of 4x4s; they feel this is an inequity.

Respondents said that any modification of 4x4 trails would degrade the recreational experience.

Motorcycles

Respondents said that motorcycle opportunities were limited in the Proposed Action, especially single-track trails. They said that any trail open to ATV use should be open for motorcycle use.

Respondents asked for greater diversity in the challenge/skill level of designated motorcycle trails.

Other respondents would like to see a reduction in the miles of single-track trail designated for motorcycles, as many of these are popular hiking and horseback trails.

Season of Use

Respondents said that early season use contributes to substantial trail damage in the following areas: Tronson Ridge (Wenatchee River District), Teanaway area (Cle Elum District), Summer Blossom/Sawtooth area (Chelan District). They would like to see the Forest Service implement seasonal closures until these routes are dry. Early seasonal closures would also reduce the practice of driving off-trail to skirt snow banks.

Respondents suggested seasonal closures during the hunting season for resource protection (wet conditions), protection of animals during critical seasons, and to make the hunting more sporting.

Other respondents said that the use of seasonal closures needs verifiable documentation of its utility and that it is actually being enforced.

User-Created Trails

Respondents said that user-created trails fill a niche for less-improved, technical riding that contributes positively to the motorized recreation experience. In some cases, user-created trails are better located than the Forest Service system trails. User-created trails should be retained to the fullest extent possible.

Respondents said that adoption of user-created trails will just reinforce the continuation of this practice on the OWNF. They are unplanned trails without any prior NEPA analysis to determine their site-specific and cumulative effects.

MANAGEMENT

Adaptive Management and Monitoring

Respondents said the Forest Service should develop a monitoring and adaptive management strategy for motorized travel management and disclose it in the environmental impact statement. Such a strategy should describe how monitoring will take place and how the results from monitoring will trigger changes in the ongoing management of the system of motorized roads, trails and areas.

Respondents were particularly concerned about identifying indicators of the potential need to adjust motorized designations based on future effects of motorized travel on soil stability, potential sediment transport to streams, and negative consequences to fish populations.

Respondents said that, because there has been such an investment already in the motorized system, existing trails not designated for continued motorized use through this travel management process should not be obliterated in the event that further analysis, increasing demand and future funding makes it possible to reopen them.

Respondents suggested that the Forest Service establish cooperative agreements with adjacent landowners, citizen groups, government agencies, universities and research organizations to help monitor the effectiveness of management actions associated with motorized travel management.

Agency Organization, Forest Service Consideration

Comments recorded under this category take issue with Forest Service policies and management that are broader than the Proposed Action, but are affected by them, as well. As such, these comments address a broader spectrum than other categories. Respondents included the following remarks:

1. The Forest Service needs to recognize the 1989 Okanogan Forest Travel Plan and its guidance and direction regarding present motorized roads and trails.
2. In the Proposed Action, each Ranger District seems to be standing alone. A more integrated approach forest-wide is needed.
3. On the other hand, each Ranger District is distinctly different, especially regarding ATV use, and needs to be addressed separately.
4. The Forest Service is not being adequately funded for the startup, maps, signage, education, enforcement, and maintenance that implementation of the Travel Rule requires.
5. The statistics the Forest Service is relying upon in the development and description of the Proposed Action are erroneous (e.g. miles of routes being closed to motorized uses, overall number of miles of non-motorized trails that exist on the OWNF, including within wilderness).
6. The Forest Service needs to consider motorized travel management within the context of the OWNF Dry Forest Management Strategy.
7. The Forest Service needs to make better use of the Washington State Off-road Vehicle Funds and the Federal Recreational Trails Program, and to give credit to the ORV community for making these funds available.

8. The Forest Service needs to use Wild Utah Project's and Wildland CPR's "Best Management Practices for Off-Road Vehicle Use on Forestlands – A Guide for Designating and Managing Off-Road Vehicle Use."
9. The Forest Service should take a more "landscape approach" to travel management planning, and take into account the wide variety of multiple uses and uses of public lands.
10. Travel management planning should be accomplished in an integrated way with forest plan revision on the OWNF.

Decision to be Made

Respondents were concerned about the timeline for the final decision; that the Proposed Action was identified as a "starting point," that the final decision is still a long way off, and that there might be setbacks that would further delay the decision.

Respondents want the Forest Service to engage all entities that impact the road system in this discussion, including logging companies.

Enforcement

Respondents said that the scope of the motorized system should be limited by the ability of the Forest Service to monitor, enforce and maintain the system. Respondents said it is important that the Forest Service disclose their plan for enforcing the system once it is approved. Proper signage (e.g. route numbers, level of difficulty), education about the system (including maps at all staging areas), and more stringent penalties were also suggested. Consistency between jurisdictions was also cited as a means to improve the successful implementation.

Respondents also suggested the use of volunteers (motorized user clubs and others) to assist with enforcing the closures.

Respondents raised the concern about adopting user-created routes in this process, and the effect that might have on enforcement by encouraging future pioneering. Specific areas of concern identified include the Lightning Creek Trail (425, east of Winthrop) and the Goose Creek Campground.

Implementation

Respondents provided some specific suggestions for new construction, obliteration or modification needs associated with implementation of the approved motorized system. These suggestions include:

1. Relocate Jimmy Creek (1419, Entiat District) where necessary. If it cannot be relocated, then close to all users.
2. Trail modifications will be needed to route ATV use around meadow area near Pearrygin Creek (Methow Valley District).
3. ATV route from the 3700-210 road to the 3700-000 road will require minor trail construction to the 3700-300 road (Tonasket District).

4. Yellow Hill trail and Jungle Creek trail (Cle Elum District), including the trailheads and switchbacks, need reconstruction.
5. Abandon the portion of Shetipo Trail (Entiat District) within 1 mile of the campground and construct a new link to connect the lower end of this trail to the system.
6. Utilize creek fords until organized recreation clubs can construct bridges or harden fords.
7. Install wire gates in fences until auto gates or cattleguards can be installed.
8. User conflicts would be reduced with clearer signage about what type of vehicle is allowed on each trail.
9. Relocate and rebuild existing trails to a standard suitable for the type of vehicle that will use them.
10. Seasonal closures or specific use limits should be determined through monitoring.

Interagency Coordination/Consultation

Respondents emphasized the need to work with other jurisdictions to successfully design and implement the motorized travel system.

Inventories, Analysis and Data

Respondents provided a substantial list of suggestions for the kinds of inventories, analysis and data that should be included in the environmental impact statement. These include (in no particular order):

1. A comprehensive, science-based travel/roads analysis (including user-created trails) that would identify the minimum road system needed for safe and efficient travel and for administration, utilization and protection of the OWNF.
2. A reasonable estimate of the amount of illegal motor vehicle use occurring on the OWNF.
3. Discussion of how the system will minimize impacts associated with road use, construction, maintenance and decommissioning.
4. Analysis identifying and prioritizing areas with road density concerns related to critical wildlife and riparian habitat, soils and water resources.
5. Analysis of how the proposals will comply with antidegradation provisions of the Clean Water Act
6. Analysis of how the proposals will comply with Total Maximum Daily Load provisions for waters listed by the Washington State Department of Ecology
7. Anticipated effects of the motorized system on climate change
8. A separate NEPA analysis of each trail (including user-created trails) that would be added to the motorized system to ensure they are scoped for all the potential impacts they may contribute
9. A separate NEPA analysis of each motorized mixed use road
10. A separate analysis for each road or trail that is proposed for closure
11. Address site-specific and landscape-scale impacts
12. Potential impacts to all social and environmental resources
13. A full economic effects analysis for the cost of the system and the benefits to local communities
14. Cumulative effects on current proposals, past ORV projects and mixed use proposals; impacts on resources as well as on non-motorized recreationists

15. A full range of alternatives that represent varying sizes of the motorized system
16. Analyze corridors for potential impacts to cultural and natural resources
17. Use best available science to craft a motorized system that is in balance with natural resources
18. Environmental impacts from different methods for road and trail closure and decommissioning.

Maintenance

Respondents said that the scope of the motorized system should not be beyond the funding required for maintenance of the system. The Forest Service should designate motorized trails in areas that do not require frequent repair or remedial measures. They encouraged the Forest Service to work with a variety of federal and state programs to secure stable funding to support the program. They also encouraged the Forest Service to work with volunteer groups to accomplish maintenance.

Motorized Vehicle Use Map

Respondents said that only including routes open to motorized uses, rather than all routes that currently exist on the OWNF, will make the maps difficult to use in the field. Other respondents felt that showing only routes open to motorized uses would help with enforcement.

Respondents also identified numerous errors in the maps that accompanied the Proposed Action, including the omission of areas, trail numbers, incorrect characterization of current designations, connectivity of existing system trails, etc.

NOISE

Respondents said that the increased noise from motorized uses would negatively impact their rural, forested recreational experience in the OWNF. Motorized users can spoil the experience for non-motorized users, but the reverse is not true.

NON-MOTORIZED RECREATION

General comments

Respondents said the National Visitor Use Monitoring program data shows that non-motorized uses exceed motorized uses in the national forests. Correspondingly, non-motorized uses should be emphasized on the OWNF. Respondents said the Forest Service has an obligation to identify current motorized routes and areas that should be non-motorized, in addition to determining which routes and areas should be motorized.

Conflicts between Motorized and Non-motorized Users

Respondents said that motorized recreation is incompatible with non-motorized recreation due primarily to safety concerns. Motorized recreationists are traveling on trails at speeds that are dangerous when encountering people on foot, mountain bikes or horseback. This is especially true where visibility is limited.

Respondents said that motorized uses and horse riding are incompatible due to the noise and also the steep, winding terrain that is often sought by horse riders.

Respondents said that inventoried roadless areas are not suitable for motorized trail designations due to the quiet recreation experience that people seek out in these areas, and their potential for future wilderness designation.

Other respondents said that the intersection of a motorized trail with a non-motorized trail is not reason enough for it to be deleted as a motorized use; there are other ways to address and mitigate the potential conflicts.

Horses

Respondents said that equestrian creates as much, if not more, natural resource impacts than motorized use.

Mountain Bikes

Respondents said there is a need to address the conflicts and impacts associated with mountain bike trail use.

Loss or Reduction in Opportunities

Respondents said the Naches and Cle Elum Districts have become a focus area for off-road vehicle use, with limited and diminishing opportunities for non-motorized recreationists outside of wilderness areas. Respondents would like to see a reduction in motorized use of the Teanaway area to offset the current loss in non-motorized opportunities on the Cle Elum District.

Respondents said that the loss in quiet recreation opportunities in the non-wilderness portions of the OWNF is increasing the use in wilderness areas, and may cause future conflicts with group sizes and other user-created impacts.

PROCESS

Purpose and Need

Respondents said the goal was to stop cross-country travel, not stop motorized use on existing national forest trails.

Respondents said that the third goal identified in the scoping document, “enhancement of motorized recreation opportunities” is not explicitly stated in the Travel Rule. It should either be eliminated as a goal for this process, or this goal should be a lesser priority than the other two. The goal for this effort should be to ensure that the motorized system is sustainable; both ecologically and economically, while providing a balance of recreation opportunities across the OWNF.

Respondents said the purpose and need failed to identify a need to affirmatively provide for quiet recreation outside of wilderness areas.

Proposed Action

Respondents said that roads identified by timber sale analysis for closure should be included in the Proposed Action and shown on the related maps.

Respondents said that the Proposed Action essentially reflects the status quo, and does not go far enough to address concerns with too much motorized use occurring in the OWNF.

Respondents said that the Proposed Action fails to address the purpose and need identified in the scoping document.

Public Involvement

Respondents stated that most of the public involvement to date has focused on motorized users, rather than non-motorized users. They encourage the Forest Service to make a greater effort to reach the non-motorized community.

Respondents asked the Forest Service to provide more wide-reaching announcements of travel management public meetings in newspapers and through other mediums.

Respondents also asked the Forest Service to post public comments on their travel management Web site to enable the public and Forest Service employees to see them; this will help keep the process transparent to all.

Respondents said that a number of system trails have not been subject to a full analysis, including public involvement.

Alternative Development

Respondents said the Forest Service needed to ensure that they developed a spectrum of alternatives that would include both an expanded, and reduced, motorized road system.

Respondents requested development of an alternative that reflects the minimum road system analyzed as part of the travel analysis. Respondents also requested development of an alternative that meets reduces open road density to below 1 mile/square mile within later successional reserves and adaptive management areas.

Respondents provided a specific, detailed alternative for the Teanaway Trails Area (Cle Elum District) to the Forest Service in 2007. Res

RELATIONSHIP TO APPLICABLE LAWS, POLICY AND REGULATIONS

General Comments

Respondents provided several comments about the relationship of this proposal to Washington State law regarding motorized mixed use that they feel the Forest Service should consider in developing a motorized system: 1) landowners are protected from recreation user litigation, 2) the Forest Service should not presume in their safety analysis that unlicensed drivers are not being directly supervised by an adult.

Respondents stated that the addition of new motorized trails is inconsistent with the Northwest Forest Plan to reduce existing system and non-system road mileage.

Respondents referred to the Forest Service to Executive Order 11644 , which they believe implicitly states: 1) Motorized users have a heavier impact on the land than non-motorized users; 2) motorized areas and trails shall be located to minimize natural resource damage and impacts to wildlife, 3) minimize conflicts with other recreational pursuits, including those on other land ownerships. Respondents reminded the Forest Service that temporary and emergency closures are permitted under the Travel Rule.

Respondents asked the Forest Service to ensure that the motorized travel system meets all existing policies, recommendations and analysis pertinent to the OWNF, including watershed analyses, past NEPA decisions, the 1996 Late Successional Reserve and Managed Late Successional Area Assessment for the Wenatchee Forest, the 1998 Assessment of Northeastern Cascades Late Successional Reserves, Snoqualmie Pass Adaptive Management Area Plan, the 2004 Okanogan National Forest Travel Plan, wildlife management recommendations and recovery plans, and the current OWNF forest plan revision effort.

American Disabilities Act

Respondents reminded the Forest Service to keep the disabled population in mind when making decisions about motorized route designation; the American Disabilities Act states that disabled people should have equal access to public lands.

Travel Rule

Respondents asked the Forest Service to complete a thorough travel analysis as a necessary step to comply with the 2005 Travel Rule, and that this analysis should also be used to determine decommissioning needs.

RESOURCES

General Comments

Respondents provided a wide range of general comments about the effects of motorized travel on natural resources. Respondents said that having a larger motorized system would increase resource

damage. Other respondents said having a smaller motorized system would concentrate use and increase resource damage.

Specific resource concern areas mentioned by respondents include: Rattlesnake 4x4 route (620) (Naches District), Bethel Ridge 4x4 (672) (Naches District), Pinegrass 4x4 (699) (Naches District), motorbike trail (1127) from Long Lake to Louey Gap (Naches District), Copper City 4x4 (654) (Naches District), and Yellow Hills (1222) (Cle Elum District).

Respondents said that motorized routes should be evaluated for their impacts on resources; where problems occur, the routes should be improved, relocated, or abandoned.

Other respondents compared the degree of resource impact caused from motorized uses versus logging and recreational horse use, and said that they felt motorized users were unfairly singled out for watershed damage concerns.

Native Vegetation

Respondents said that motorized recreation use has significant impacts on native vegetation in the spring. Additionally, native vegetation is impacted by unregulated use occurring off of system routes.

Native Wildlife/Habitat

Respondents said that the presence of motorized recreation, in addition to the density of motorized routes, negatively affects bird and mammal populations by disrupting nesting, migration, connectivity and other critical behavioral and habitat needs. Particular species of concern mentioned by respondents include elk, deer, and a variety of raptors and songbirds.

Respondents said that the impacts on wildlife from motorized uses are generally overstated and in some instances non-motorized uses can have greater impacts. These impacts can be addressed through seasonal closures. Impacts to wildlife should not be an excuse to close routes and areas to motorized use.

Non-native Vegetation/habitat

Respondents said that the Forest Service should consider the potential for motorized vehicles to import and increase invasive plant infestations as part of the motorized travel system development and analysis.

Riparian/Aquatic

Respondents said that motorized routes should not be designed next to streams or in riparian conservation areas unless it is clearly demonstrated that their use will not impact aquatic resources.

Specific routes of concern to respondents include: Manstash Lake (1350, Cle Elum District), Lightning Creek (425, Methow Valley District) and Middle Fork Bear Creek (Methow Valley District), and 1350 (Cle Elum District).

Threatened, Endangered, Sensitive Species

Respondents said that threatened, endangered and sensitive plant and wildlife species are particularly sensitive to disturbances from motorized uses. Motorized uses should not be designated in areas where a “take” would occur. Specific species of concern mentioned by respondents include grizzly bears, wolverines, bull trout, Canada lynx, American marten, Northern goshawk, spotted owl, and Pacific fisher.

Respondents reminded the Forest Service of their obligation to identify the critical habitat, impacts on species, and how the Proposed Action meets requirements under the Endangered Species Act.

Watershed – Soil & Water

Respondents said that the Forest Service should limit motorized use in areas with soft, wet soils that are easily damaged. The Forest Service repair of damaged trails should take precedence over any new trail construction or change in motorized designation from non-motorized to motorized uses.

Respondents also requested that the Forest Service restrict motor vehicle crossings to designated areas where wetlands, springs, seeps, riparian areas, streambank and channels, water quality and quantity will not be affected.

Respondents said that the conversion of motorized trails most prone to erosion to non-motorized uses should be considered as part of the motorized travel management planning.

Respondents noted several specific trails that are causing watershed impacts, including: 684, Blowout Mountain (1318), Road 135 (South Fork of Taneum Creek), and Road 970 (Jungle Creek).

SAFETY

Respondents said there are safety concerns regarding motorized mixed use that can be addressed through speed limits and by regulating the age of vehicle operators. Respondents said that Forest Service conclusions about certain roads being unsafe for motorized mixed use are without merit.

Additional general safety measures suggested by respondents for motorized use include mandatory use of headlights, vehicle safety inspections and proper signage to indicate the trail difficulty.

SCENIC/VISUAL QUALITY

Respondents asked the Forest Service to evaluate the effects of the motorized system on scenic views. They requested that trail 418 (Methow Valley District) designated as a non-motorized extension to protect the views of Foggy Dew Falls.

TRIBAL CONSULTATION

The Forest Service was reminded by respondents that they must identify impacts and provide assurances that the tribes' treaty rights and privileges have been appropriately addressed.

Appendices

12304

Federal Register / Vol. 74, No. 55 / Tuesday, March 24, 2009 / Notices

Following such a determination, to obtain an urgent removal extension on a NFS timber sale contract, a purchaser must make a written request to the contracting officer and include the following:

- An explanation of why the harvest of undamaged (green) NFS timber within the term of the existing NFS contract(s) will prevent or otherwise impede the removal of damaged non-NFS timber in need of expeditious removal; and
- Documentation that the manufacturing facilities or logging equipment capacity available to the purchaser would be insufficient to provide for both the rapid salvage of damaged non-NFS timber in need of expeditious removal and continued harvest of undamaged (green) NFS timber under contract with the Forest Service.

The information is submitted by the purchaser in writing to the Forest Service contracting officer, who then verifies the legitimate need for the request of an urgent removal extension(s) in accordance with regulations at 36 CFR 223.53.

No form is designated for the collection of this information. The information is collected in hard copy or by facsimile. Each request for an urgent removal extension is based upon a unique set of circumstances, no two requests are alike. There is no duplication of information and the information is only available from the timber sale purchaser. The Forest Service collects only the minimum amount of information necessary for the contracting officer to make a determination. Without the information, and the frequency at which it is collected, the Forest Service cannot assure that the statutory requirements of the National Forest Management Act are met.

Estimate of Annual Burden: 6 hours.

Type of Respondents: Timber sale contractors (individuals, for-profit businesses, and non-profit entities).

Estimated Annual Number of Respondents: 25.

Estimated Annual Number of Responses per Respondent: 1.

Estimated Total Annual Burden on Respondents: 150 hours.

Comment Is Invited

Comment is invited on: (1) Whether this collection of information is necessary for the stated purposes and the proper performance of the functions of the agency, including whether the information will have practical or scientific utility; (2) the accuracy of the agency's estimate of the burden of the

collection of information, including the validity of the methodology and assumptions used; (3) ways to enhance the quality, utility, and clarity of the information to be collected; and (4) ways to minimize the burden of the collection of information on respondents, including the use of automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

All comments received in response to this notice, including names and addresses when provided, will be a matter of public record. Comments will be summarized and included in the submission request toward Office of Management and Budget approval.

Dated: March 18, 2009.

Richard W. Sowa,
Acting Associate Deputy Chief, National Forest System.

[FR Doc. E9-6388 Filed 3-23-09; 8:45 am]

BILLING CODE 3410-11-P

DEPARTMENT OF AGRICULTURE

Forest Service

Okanogan-Wenatchee National Forest, Washington; Motorized Travel Management

AGENCY: Forest Service, USDA.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Forest Supervisor of the Okanogan-Wenatchee National Forest (OWNF) gives notice of the intent to prepare an Environmental Impact Statement (EIS) on a Proposed Action to implement 36 CFR Parts 212, 251, 261, and 295; Travel Management: Designated Routes and Areas for Motor Vehicle Use: Final Rule (Travel Management Rule) to designate a system of roads, trails, and areas that are open to motor vehicle use. Creating a new motor vehicle travel plan is necessary to improve management and enforcement of off-highway vehicle (OHV) travel policy on the Forest. Existing travel rules that were established in the current Forest Plans did not anticipate the rapid increase in off-highway vehicle use or the types of user conflicts and resource impacts that have occurred in recent years. This notice announces the beginning of scoping, describes the specific elements to be included in a new travel plan, describes the decisions to be made, and estimates the dates for filing the draft and final EIS. This notice also provides information concerning public participation, and the names and

addresses of the agency officials who can provide information.

DATES: Comments concerning the scope of the analysis should be received by May 7, 2009 so they can be fully considered. The draft environmental impact statement is scheduled for completion by December 2009. The final EIS is scheduled to be completed by July 2010.

ADDRESSES: Submit written comments to: Travel Management Planning Team, Okanogan-Wenatchee National Forest, 215 Melody Lane, Wenatchee, Washington, 98801. Electronic comments may be sent to: OkaWen-Travel-Management@fs.fed.us.

It is important that reviewers provide their comments at such times and in such a way that they are useful to the agency's preparation of the EIS. Therefore, comments should be provided prior to the close of the comment period and should clearly articulate the reviewer's concerns and contentions. The submission of timely and specific comments can affect a reviewer's ability to participate in subsequent administrative review or judicial review.

Comments received in response to this solicitation, including names and addresses of those who comment, will be part of the public record for this proposed action. Comments submitted anonymously will be accepted and considered; however, anonymous comments will not provide the respondent with standing to participate in subsequent administrative review or judicial review.

FOR FURTHER INFORMATION CONTACT: Questions about the proposed action may be directed to Bob Stoehr, Planning Team Leader at Okanogan-Wenatchee National Forest, 215 Melody Lane, Wenatchee, Washington, 98801; or by telephone: (509) 664-9384.

Individuals who use telecommunication devices for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 between 8 a.m. and 8 p.m., Eastern Time, Monday through Friday.

SUPPLEMENTARY INFORMATION:

Purpose and Need for Action

The magnitude and intensity of motor vehicle use have increased to the point where currently unrestricted cross-country motor vehicle use is no longer able to protect resources. Unmanaged off-highway vehicle (OHV) use has resulted in unplanned roads and trails, erosion, watershed and habitat degradation, and impacts to cultural resource sites. Compaction and erosion are the primary effects of OHV use on

soils. Riparian areas and aquatic-dependent species are particularly vulnerable to OHV use. In addition, some national forest visitors report their ability to enjoy quiet recreational experiences is affected by visitors using motor vehicles, resulting in user conflicts. Current regulations prohibit trail construction and operation of vehicles in a manner damaging to the land, vegetation or wildlife. However, these regulations have not proven sufficient to control proliferation of routes or environmental damage.

On November 9, 2005 the Forest Service published final travel management regulations in the **Federal Register** (FR Vol. 70, No. 216, Nov. 9, 2005, pp 68264–68291). This final Travel Management Rule requires designation of roads, trails and areas that are open to motor vehicle use on National Forest System lands. Designations will be made by class of vehicle and, if appropriate, by time of year. Motor vehicle use off designated roads and trails and outside designated areas would then be prohibited by 36 CFR 261.13. The rule was adopted because of a number of resource and social concerns related to motorized travel that were detailed in the rule.

The following needs have been identified for this proposal:

1. There is a need to designate a sustainable system of roads, trails and areas open to motor vehicles (except winter over-the-snow use) that will provide legal public access, enhance regulation of unmanaged motor vehicle travel, protect resources, and decrease motorized conflicts on national forest system lands. This project will not analyze or make any changes to current winter over-the-snow motorized use.

2. There is a need to change the National Forest System of roads and trails to designate motor vehicle route access to dispersed recreation activities and to designate corridors for motorized access to dispersed camping. Some dispersed recreation activities (e.g. camping, fishing, horseback riding) depend on motor vehicle access. Those activities are often accessed by short spurs that have been created by the passage of motor vehicles. Many such unauthorized "user-created" routes are not part of the national forest transportation system. If these access routes are not added to the transportation system and designated on the motor vehicle use map, or if corridors for motorized access to dispersed camping are not designated, regulatory changes noted above would prohibit use of these routes and preclude motor vehicle access to many dispersed recreation activities.

3. There is a need to provide diverse motor vehicle recreation opportunities, such as for 4x4 vehicles, motorcycles, ATVs and passenger cars. There is also a need to provide opportunities for OHVs operated by both licensed and unlicensed drivers. Part of this diversity includes designating a system of reasonably safe "motorized mixed use" national forest roads that recognizes Washington state law that allows for non-highway legal OHVs and unlicensed operators. Currently, there is a small number of specific roads authorized off motorized mixed use. State law provides for the operation of OHVs on non-highway roads on the national forest if the Forest Service authorizes such use. This "motorized mixed use" allows concurrent use of a road by highway legal and non-highway legal vehicles.

4. Current language in the Okanogan National Forest Land and Resource Management Plan (1989) and the Wenatchee National Forest Land and Resource Management Plan (1990) (Forest Plans) needs to be amended by deleting forest plan standards and guidelines that are not consistent with the Travel Management Rule.

It will be a benefit for the Forest Service and public to have greater certainty about which roads and trails are part of the managed system of motorized and non-motorized routes. Greater certainty will be provided by improved ability to prioritize and budget for road and trail maintenance and to evaluate public safety hazards; improved ability to focus on how and where to sustain and improve motorized and non-motorized recreation opportunities on the Okanogan-Wenatchee National Forest; improved ability to coordinate public access across different land ownerships; improved public understanding and adherence to travel rules, thus reducing the development of user-created routes; and improved ability to reduce motorized route and use impacts to other resources values and Forest users.

Proposed Action

Based on the purpose and need for action and as a result of the recent travel analysis process which the Okanogan-Wenatchee National Forest began in 2006, the OWNF proposes the following changes to motor vehicle use on specific roads, trails and areas within the non-wilderness portion of the Forest. The proposed action will:

1. Designate a system of roads, trails and areas open for motor vehicle use by vehicle class and season of use.
2. Designate corridors and motorized routes for access to dispersed recreation.

3. Designate roads for motorized mixed use.

4. Amend the Okanogan Forest Plan and the Wenatchee Forest Plan to designate roads, trails and areas open to motor vehicle use and prohibit motorized travel off designated routes.

This proposed action is a starting point for discussions concerning travel management on the OWNF, and alternatives to the proposed action will be developed based on concerns raised by the public during scoping. Details of the proposed action follow.

1. The designation of 22.4 miles of new or currently unauthorized motorized trails to the National Forest System (NFS) of motorized trails and two areas open to motorized cross-country travel.

2. The designation of motorized use by OHVs only on 115 miles of NFS roads that are currently managed as closed to highway legal vehicles.

3. The designation of 498.2 miles of NFS roads for motorized mixed use.

4. The designation of 1,674 access routes on the NFS of roads and trails to allow motorized vehicle access to dispersed recreation.

5. The designation of 698 miles of corridors (300 feet on each side of the road centerline) along NFS roads to allow motorized access to dispersed camping.

6. Once a system of roads, trails, and areas is designated as open to motor vehicles, then motor vehicle use off the system would be prohibited by regulation (36 CFR 261.13).

The proposed action does not analyze, restrict, nor make any changes to the management of motorized winter over snow recreation. The following uses are exempted by the Travel Management Rule and from the proposed motor vehicle use designations:

1. Aircraft;
2. Watercraft;
3. Over-snow vehicles;
4. Limited administrative use by the Forest Service;
5. Use of any fire, military, emergency, or law enforcement vehicle for emergency purposes;
6. Authorized use of any combat or combat support vehicle for national defense purposes;
7. Law enforcement response to violations of law, including pursuit; and
8. Motor vehicle use that is specifically authorized under a written authorization under Federal law or regulations.

When a decision on the travel management proposal is made, the OWNF will produce a motor vehicle use map (MVUM) depicting roads, trails, and areas that are open to public

motorized travel. The MVUM would be the primary tool used to determine compliance and enforcement with motor vehicle use designations on the ground. Currently, motorized travel on the OWNF is permitted unless designated closed. Following the decision and publication of the MVUM, motorized travel on the OWNF would be closed unless designated open.

Additional details and a full description of the proposed action can be found on the Internet at <http://www.fs.fed.us/r6/okawen/travel-management>. In addition, maps and details will be available for viewing at Forest Service offices in Republic, Tonasket, Okanogan, Winthrop, Chelan, Entiat, Wenatchee, Leavenworth, Cle Elum, Naches, and North Bend, Washington. Maps will also be available for viewing at public libraries in Tonasket, Omak, Okanogan, Twisp, Winthrop, Chelan, Entiat, Wenatchee, Cashmere, Leavenworth, Cle Elum, Ellensburg, Naches, Tieton, Selah and Yakima, Washington.

Possible Alternatives

A full range of alternatives will be considered, including the proposed action, no action, and additional alternatives that respond to issues generated during the scoping process. The no action alternative would maintain current allowances and restrictions for OHV use and motorized cross-country travel described in the current Okanogan and Wenatchee National Forest Plans and Okanogan National Forest Travel Plan. All alternatives would comply with the Okanogan and Wenatchee National Forest Plans.

Lead Agency

The Forest Service will be the lead agency in accordance with 40 CFR 1501.5(b), and is responsible for preparation of the environmental impact statement (EIS).

Responsible Official

The Forest Supervisor for the Okanogan-Wenatchee National Forest, Rebecca Lockett Heath, will be the responsible official for this EIS and its Record of Decision. As the Responsible Official, the Forest Supervisor will document the decision and reasons for the decision in the Record of Decision. That decision will be subject to Forest Service Appeal Regulations (36 CFR Part 215).

Nature of the Decision To Be Made

The Responsible Official will decide whether to adopt and implement the

proposed action, an alternative to the proposed action, or take no action to:

1. Designate where and under what conditions motor vehicles can be used on specific roads, trails and areas.
2. Designate where and under what conditions motorized access for dispersed recreation would be allowed.
3. Designate where and under what conditions motorized mixed use would be allowed on NFS roads.
4. Determine whether or under what conditions to amend the Forest Plans.

Preliminary Issues

Preliminary issues identified during the earlier public involvement process include the following:

1. Motorized use on specific roads and trails may affect: Wildlife (in particular grizzly bear and other focal species potentially affected by travel corridor disturbance), soil erosion (compaction and sedimentation), fish and aquatic species (sedimentation), and riparian habitat;
2. Motorized use on specific roads or trails may cause social conflicts between different recreational user groups;
3. Mixed motorized use on National Forest System roads may affect the safety of all users;
4. Motorized use on specific roads and trails may affect the resources and noise level on adjacent private land.

Scoping Process

This notice of intent (NOI) initiates the scoping process, which guides development of the environmental impact statement.

The OWNF held 13 public meetings in central Washington and in the Seattle, Washington area in 2006 and 2007 to help develop the proposed action. These meetings were used to identify potential issues and potential components of the proposed action.

The Forest Supervisor is seeking public and agency comment on the proposed action to identify issues that arise from the proposed action. These issues may lead to other alternatives, or additional mitigation measures and monitoring requirements.

Comments are most valuable if they are site-specific. Comments about existing or proposed conditions on individual routes, desired motorized or non-motorized recreation opportunities, uses and impacts, and route designations are being sought.

Public meetings to explain and gather comments about the proposed action will be held at the following locations and dates from 5 p.m. until 8:30 p.m.: Ellensburg, WA, April 6, Hal Holmes Community Center.

Yakima, WA, April 7, Howard Johnson Ballroom.

Cashmere, WA, April 8, Apple Annie Antique Gallery.

Okanogan, WA, April 9, Okanogan County Agriplex.

Seattle, WA area: To be announced and posted on the Travel Management Web site (<http://www.fs.fed.us/r6/okawen/travel-management>).

Early Notice of Importance of Public Participation in Subsequent Environmental Review

A draft environmental impact statement will be prepared for comment. The comment period on the draft EIS will be 45 days from the date the Environmental Protection Agency publishes the notice of availability in the **Federal Register**. The draft EIS is expected to be filed with the Environmental Protection Agency (EPA) and to be available for public review in December 2009. The final EIS is expected to be completed by July 2010.

To assist the Forest Service in identifying and considering issues and concerns about the proposed action, comments on the draft EIS should be as specific as possible. It is also helpful if comments refer to specific pages or chapters of the draft statement. Comments may also address the adequacy of the draft EIS or the merits of the alternatives formulated and discussed in the statement. Reviewers may wish to refer to the Council on Environmental Quality Regulations for implementing the procedural provisions of the National Environmental Policy Act at 40 CFR 1503.3 in addressing these points.

Dated: March 18, 2009.

Rebecca Lockett Heath,

Forest Supervisor.

[FR Doc. E9-6385 Filed 3-23-09; 8:45 am]

BILLING CODE 3410-11-P

DEPARTMENT OF AGRICULTURE

Forest Service

Notice of Availability (NOA) Record of Decision (ROD) for the Designation of Energy Corridors on Federal Land in the 11 Western States, Including Proposed Amendments to Selected Land Management Plans

AGENCY: Forest Service, USDA.

ACTION: Notice of availability of record of decision.

SUMMARY: In accordance with the National Environmental Policy Act (NEPA, 42 U.S.C. 4321 *et seq.*) and the National Forest Management Act (NFMA, 16 U.S.C. 1600-1614 *et seq.*), the Forest Service announces the



**Okanogan-Wenatchee National Forest
Travel Management Public Scoping Meetings
April 6-9 and April 16, 2009
5:00 p.m. – 8:30 p.m.**

Scoping Meeting Summary

Summary

Okanogan-Wenatchee National Forest -- Travel Management Scoping Meetings

Meeting Location:

April 6, 2009; Hal Holmes Community Center, Ellensburg
April 7, 2009; Howard Johnson Plaza, Yakima
April 8, 2009; Apple Annie Antique Gallery, Cashmere
April 9, 2009; Agriplex, Okanogan
April 16, 2009; Mercer Island Community Center, Mercer Island

All meetings were from 5:00 p.m. to 8:30 p.m.

Agenda:

Three objectives were addressed in the April public workshops (attachment 1 contains the complete agenda as implemented; the one exception was in Yakima, where the presentation was provided at both 5:30 and 6:30 p.m.):

1. Present the proposed action for roads, trails and areas open to motorized travel by the public in the Okanogan-Wenatchee National Forest
2. Provide an opportunity for one-on-one conversations with Forest Service personnel
3. Provide an opportunity to submit written comments

Participants:

During the scoping meetings, sign-in sheets were tallied for an approximate count of meeting participants:

- Ellensburg – 37
- Yakima – 75
- Cashmere – 65
- Okanogan – 60
- Mercer Island - 49

Attachment 2 contains a list of Forest Service and facilitation support at these workshops.

First Open House Period:

From 5:00 p.m. until the presentation, open house participants were invited to visit with the Forest Service staff positioned at the Proposed Action maps set up around the room. At each meeting, 1-3 Ranger Districts were emphasized (based on the meeting location), though Proposed Action maps of every district were available at each meeting. Additionally, maps of the Proposed Action with all National Forest System roads (not just those proposed for motorized designation) were displayed. Forest Service staff included members of the travel management interdisciplinary team, plus staff from the local ranger district offices.

After visiting with Forest Service staff, examining detailed maps, etc., participants were invited to 1) record any comments regarding the Proposed Action on the provided comment forms, using the computer station or using the voice recorder 2) to take the forms with them to send in later, 3) to utilize the travel management website to provide comments electronically, or 4) to use the “dot” map to identify comments regarding a specific route. Participants were again encouraged to be as specific as possible with their comments in order for the information to be the most useful.

Presentation

Opening Remarks:

The local district ranger provided opening comments for specific meetings. The ranger welcomed meeting attendees, made team introductions and encouraged meeting participants to provide written comments on the Proposed Action.

Once introductions were complete, the meeting facilitator (Susan Hayman, April 6 -9 meetings; Penny Mabie April 16 meeting) provided a brief meeting and presentation overview.

Overview of the Travel Management Rule:

Bob Stoehr, Okanogan Wenatchee National Forest Travel Management Team Leader, reviewed the key elements of the 2005 Travel Management rule and the associated requirement for a Motor Vehicle Use Map (MVUM). Bob provided three key elements to the Travel Management Rule:

- Travel Management applies to motorized vehicle access on the National Forest;
- Routes open for motorized access will be designated on the MVUM by type of vehicle and time of year;
- Use of motor vehicles off of the designated system will be prohibited by regulation.

Overview of the Process to Date:

Bob continued his presentation with an overview of the Travel Management process to date. He noted that the proposal development has been underway since 2006; development included a route screening process, consideration of resources by the Forest Service and the continued participation of the Provincial Advisory Committee (PAC).

Overview of the Proposed Action:

Bob continued the final portion of the PowerPoint presentation with an overview of the key features of the Proposed Action for Motorized Route Designation on the Okanogan Wenatchee National Forest as a whole. The local District Rangers also provided brief presentations on the features of the Proposed Action on the specific districts. The presentation concluded with the National Environmental Policy Act (NEPA) process, a project timeline and additional information on how to provide comment. Comments are requested to be received by May 7, 2009.

To view the Travel Management PowerPoint presentation, visit the travel management website at www.fs.fed.us/r6/okawen/travel-management

Questions and Responses:

At the conclusion of Bob’s presentations, meeting participants were invited to ask questions to clarify their understanding of the Proposed Action. The facilitator (Susan or Penny), asked participants to focus on clarifying questions, rather than on statements of position. Participants were reminded that the Forest Service would only accept written comments on the Proposed Action that evening, and that comments made verbally during the meeting would not be recorded as formal comments.

Attachment 3 provides a complete list of the questions asked at each meeting. The following is a synthesis of the questions and Forest Service responses:

Road Identification; markings; delineations

Q **How will the Forest Service mark roads and trails, and transitions between different land ownerships?**

A *In addition to the Motor Vehicle Use Map, the Forest Service will increase signage to clearly mark route numbers for system roads and trails, and to show when people are entering and leaving national forest lands.*

Maintenance

Q **How does the Forest Service fund maintenance? What are the opportunities for user groups to help with maintenance in the future?**

A *The Forest Service receives appropriated funding through Congress for road and trail maintenance. In addition, there are monies contributed to maintenance from gas tax as a grant from the State for trail maintenance. Volunteers make important contributions to trail maintenance – the Forest Service will continue to strengthen these partnerships in the future.*

Compliance with Other Laws and Regulations

Q **Doesn’t the Travel Rule violate the provisions of the RS 2477 (a federal statute that addresses right-of-way grants reserved across public lands)?**

A *The Forest Service must comply with existing federal laws and regulations and will explore this issue further. A subsequent review of the Travel Management Rule found this issue addressed as follows, “The exemption for legally documented right-of-way held by State, County, or other local public road authorities covers rights-of-way under R.S. 2477 that have been adjudicated through the Federal court system or otherwise formally established.”*

Q **Is this proposal compliant with the Federal Disabilities Act?**

A *Yes.*

Education (utilization of user-groups)

Q **How will the Forest Service educate motorized users who are trying to do the right thing?**

A *Public education will be an important part of implementing the new Motorized Vehicle Use Map. This will be especially emphasized during the transition to the new system. User groups will be an important partner in this effort.*

Enforcement**Q Will the new plan be more enforceable? What is the penalty for violations?**

A *The Forest Service believes this plan will be much more enforceable. Currently, violators can only be cited if they cause resource damage. However, damage increases over time and it is hard to determine at which point the damage occurred and by whom. Under the new plan, violators will be cited if they are using motor vehicles off of the designated system – it will be much clearer. Currently the bail schedule for this offense is \$100.*

Needs of Specific Trail Users**Q Is the Forest Service aware of the differences between ATVs and 4x4s? 4x4s can use roads that ATVs cannot.**

A *We have heard through the public involvement process and understand that the structural differences between jeeps and ATVs often make sharing trails difficult. We will be looking further at this when developing alternatives to the proposed action.*

Q Why is the Forest Service restricting ATV classification to 50 inches or less?

A *This is a size definition that has been in place for years. We are aware that changes in ATVs may push up against this limit in the future and may need to be addressed.*

Q Will there be a way to access campsites if there is not a connecting road (specific to ATV trail/campsite)?

A *If an ATV trail has a designated corridor for motorized access to dispersed camping then a campsite could be accessed by the ATV. If not then a designated motorized route for dispersed recreation would need to be designated.*

Q What is considered an over-the-snow vehicle (only snowmobiles/or ATVs)?

A *In this Travel Management planning context, anytime a road is closed to highway vehicles by snow, then current regulations and orders pertaining to motorized use over snow apply. Some of these current policies pertain to snowmobiles and some to ATVs.*

Q Will special use permits need amendments for motorized uses (e.g. use of ATV to access water meter at a Forest Service permitted recreation residence)?

A *There are exceptions in the Rule and in the proposed action for motorized use off of the designated system for permitted use with written authorization.*

Q Are designated full-sized 4x4 vehicle routes open to motorcycles and ATVs? Can a motorcycle use routes designated for ATVs and full-sized 4x4 vehicles?

A *Yes.*

Q Could trial bikes ride on user-built trails?

A *Not unless they are adopted and designated for motorized use as part of the system.*

Q Were there considerations given to the conflicts between mountain bikers and motorcycle users?

A *Yes. If you have specific concerns for a route, please submit a comment.*

Q **Did the Forest Service consider the technical aspect when creating motorcycle trails (single track, challenging, one-way)? Motorcycle users are interested in a tight single track.**

A *Yes. However, we will be looking further at this when developing alternatives to the proposed action, please submit a comment.*

Environmental Analysis

Q **Did the Forest Service consider that concentrating trail/road use would cause more environmental damage?**

A *“Resource damage” generally refers to direct impacts to the roads and trails (like rutting and widening), and also the indirect impact to other resources (like sediment from roads and trails that reaches important streams and impacts from road density and noise on critical wildlife habitat). The potential for resource damage is one “screen” the Forest Service used in developing the proposed action. The Forest Service recognizes that there could be impacts from concentrating motorized use in some areas, and will evaluate and disclose these effects in the environmental impact statement prepared for this proposal.*

Mixed Use

Q **Why is the Forest Service so much more restrictive than Washington and other states in its determination of which roads are suitable for mixed use?**

A *Washington State allows each entity to determine the appropriateness of motorized mixed use on roads within its jurisdiction. The Forest Service requires an engineering analysis be performed on each proposed mixed use road. Risks were identified associated with introducing mixed use considering the road surface, existing roadside conditions, expected traffic volume and vehicle speed and considerations of the capability of unlicensed drivers. The proposed action attempts to balance the opportunity for mixed use while limiting risk for all users. If you have a specific road you are concerned about, please submit a comment.*

Q **What is the difference between mixed-use roads and National Forest System (NFS) roads to be used by different categories of vehicle?**

A *Mixed use applies to NFS roads that are currently managed as open to highway legal vehicles and is defined as concurrent use by highway legal vehicles and non-highway legal vehicles. “National Forest System roads for use by different vehicles” are roads now managed as closed to motorized vehicles (usually by a berm) and would be designated for use by 4x4s, ATVs, or motorcycle only.*

Maps

Q **The maps are small and hard to see. The color coding is inconsistent. Can you add labels to the roads and trails with icons showing the kind of use permitted to make the map easier to use?**

A *The Forest Service will review the mapping symbology and format of Proposed Action Maps for clarity. A result of the travel management process will be a Motorized Vehicle Use Map (MVUM); this map includes a standard format to ensure consistency across all national forests. The Okanogan-Wenatchee Forest will not have any flexibility to change the national format. The maps will be published in black and white, and routes and trails will have labels*

as well as symbols for the permitted use. Remember, the MVUM is not intended to be used by itself, but in conjunction with other more detailed Forest maps.

Process

- Q **What is the process to get additional changes to the map after the decision is made; specifically, how could we add new trails?**
 - A *The Travel Rule specifies that the Motorized Vehicle Use Map will be updated annually. If there is a proposal to add a road or trail, or change the designated use, this can be done through a site-specific analysis at the ranger district-level. Such a proposal would require an analysis consistent with the National Environmental Policy Act (NEPA).*
- Q **Is NEPA required for each trail proposed as part of this plan?**
 - A *The designations proposed as part of this plan will be documented under one environmental impact statement for the Forest.*
- Q **What might alternatives to the proposed action look like?**
 - A *They could include additions or reductions in the routes, trails or areas currently proposed for motorized designation, or changes in the type/class of motorized vehicles permitted.*

Proposed Action

- Q **Why would we close any trails when they are so difficult to open?**
 - A *The Travel Rule is based on the belief that unsustainable motorized recreation use is impacting national forest resources. Not all trails are suitable for motorized use and are experiencing and/or contributing to resource damage by remaining open to that use.*
- Q **How were the calculations figured for amount of trail lost?**
 - A *They were based on the net change from the currently designated Forest Service system roads and trails. We recognize that there are many user-created trails not on the Forest Service system that are not included in these calculations.*
- Q **Describe the difference between the maintenance level 2 and 3 roads? How will the drop in the level of maintenance affect connections to private properties?**
 - A *Maintenance level 2 roads are maintained for use by high clearance vehicles. Maintenance level 3 roads are open and maintained for travel in a standard passenger car. Maintenance level 2 Roads are typically rougher and a lower speed. It will mean it takes longer to drive the road; however the lower maintenance level will only be on the Forest Service portion of the road.*
- Q **Will the adoption of user-created trails into the designated motorized system set a negative precedent?**
 - A *We don't think so, since those user-created trails proposed for adoption passed the resource "screens" and enhance the motorized system in an area. Development of new user-created trails would be prohibited.*
- Q **What is a highway-legal vehicle?**

A *Vehicles allowed to operate on roadways managed by the Department of Transportation, or any county or city with funding from the motor vehicle fund. Vehicles meet all applicable state law requirements for safety and operations such as having a license plate, mirrors and lights.*

Q **Is there a reference to seasonal closures in the plan?**

A *Yes. Seasonal closures are one of the designations appropriate under the Travel Rule and this proposed action.*

Second Open House Period:

At the conclusion of the Q&A period, the open house reconvened, with meeting participants invited to visit with the Forest Service staff positioned again at the maps set up around the room. After visiting with Forest Service staff, examining detailed maps, etc., participants were invited to 1) record any comments regarding the Proposed Action on the provided comment forms, using the computer station or using the voice recorder 2) to take the forms with them to send in later, 3) to utilize the travel management website to provide comments electronically, or 4) to use the “dot” map to identify comments regarding a specific route. Participants were again encouraged to be as specific as possible with their comments in order for the information to be the most useful.

Evaluation:

At the conclusion of the question and answer session, meeting participants were invited to complete a brief meeting evaluation worksheet; the following numbers of evaluations were received at each meeting:

- Ellensburg – 9
- Yakima – 8
- Cashmere – 13
- Okanogan – 10
- Mercer Island -11

Attachment 4 contains the results of the 51 workshop evaluations for all meetings.

Respectfully submitted,

Susan Hayman, Facilitator
Heidi Sowell, Co-facilitator

ATTACHMENT 1 -AGENDA



Agenda
Okanogan-Wenatchee National Forest
Travel Management Public Scoping Meetings
April 6-9 and April 16, 2009
5:00 p.m. – 8:30 p.m.

Meeting Objectives:

1. Present the proposed action for motorized roads, trails and areas open to the public in the Okanogan-Wenatchee National Forest.
2. Provide an opportunity for one-on-one conversations with Forest Service personnel.
3. Provide an opportunity to submit written comments.

5:00 p.m.	Open House
6:30 p.m.	Overview of Travel Management Rule and Proposed Action – Forest Service <ul style="list-style-type: none"> ▪ Welcome and Introductions – District Rangers ▪ Information Presentation – Bob Stoehr, Travel Management Team Leader and Hosting District Rangers <ul style="list-style-type: none"> ○ Overview of the Travel Management Rule ○ Forest Service environmental analysis process ○ Key elements of the Proposed Action
7:15 p.m.	Open House (continued)
8:30 p.m.	ADJOURN

Okanogan-Wenatchee National Forest – Travel Management
215 Melody Lane
Wenatchee, WA 98801
(509) 664-9200

Email: OkaWen-Travel-Management@fs.fed.us

Web site: www.fs.fed.us/r6/okawen/travel-management

ATTACHMENT 2 – PUBLIC MEETING SUPPORT

April 6, 2009 Public Meeting: Hal Holmes Community Center, Ellensburg

Facilitators: Susan Hayman, facilitator and Heidi Sowell, assistant facilitator EnviroIssues (Boise, ID and Seattle, WA).

Forest Service Travel Management Team: Bob Stoehr, Shannon O’Brien, Todd Stiles, Kathe Tillman, Ann Sprague, Marge Hutchinson, Matt Karrer.

Hosting District Rangers and staff: Judy Hallisey, District Ranger; Tim Foss, Recreation Staff; Pam Novitsky, Recreation Staff; Mikki Douglas, ORV specialist; Patty Garvey-Darda, Wildlife Biologist; Bill Ehinger, Hydrologist; Kim Larned, Public Information (Cle Elum); Randy Shepard, District Ranger; Mike Rowan, Recreation Staff (Naches).

April 7, 2009 Public Meeting: Howard Johnson Plaza, Yakima

Facilitators: Susan Hayman, facilitator and Heidi Sowell, assistant facilitator EnviroIssues (Boise, ID and Seattle, WA).

Forest Service Travel Management Team: Bob Stoehr, Shannon O’Brien, Todd Stiles, Kathe Tillman, Ann Sprague, Marge Hutchinson, Matt Karrer.

Hosting District Rangers and staff: Judy Hallisey, District Ranger; Tim Foss, Recreation Staff (Cle Elum); Randy Shepard, District Ranger; Mike Rowan, Recreation Staff (Naches).

April 8, 2009 Public Meeting: Apple Annie Antique Gallery, Cashmere

Facilitators: Susan Hayman, facilitator and Heidi Sowell, assistant facilitator EnviroIssues (Boise, ID and Seattle, WA)

Forest Service Travel Management Team: Bob Stoehr, Shannon O’Brien, Todd Stiles, Kathe Tillman, Ann Sprague, Marge Hutchinson, Matt Karrer; Maureen Hanson, Recreation Group Leader, Mary Bean, Recreation Staff

Hosting District Rangers and staff: Vaughan Marable, District Ranger; Don Youkey, Wildlife Biologist; Rusty Thompson, Trails Specialist; Susan Peterson, Public Information; Lisa Therrell, Forest Plan Revision Team Recreation; Mick Mueller, Planning Staff (Wenatchee River); Bob Sheehan, District Ranger; Joe Kastenholz, Recreation Staff; Margi Petersen, Recreation Planner (Chelan); Tom Graham, Acting District Ranger; Mason Scheurer, ORV Specialist (Entiat).

April 9, 2009 Public Meeting: Agriplex, Okanogan

Facilitators: Susan Hayman, facilitator and Heidi Sowell, assistant facilitator EnviroIssues (Boise, ID and Seattle, WA)

Forest Service Travel Management Team: Bob Stoehr, Shannon O’Brien, Todd Stiles, Kathe Tillman, Ann Sprague, Marge Hutchinson, Matt Karrer

Hosting District Rangers and staff: Jennifer Zbyszewski, District Ranger; Arlo VanderWoude, Vegetation Management Staff; John Rohrer, Resource Staff (Methow Valley); Mark Morris,

District Ranger; Michael Alvarado, Recreation Staff; Mark Wood, Roads; Nancy Wells, Fisheries Biologist; Christina Bauman, Resource Staff (Tonasket).

April 16, 2009 Public Meeting: Mercer Island Community Center, Mercer Island

Facilitators: Penny Mabie, facilitator and Heidi Sowell, assistant facilitator EnviroIssues (Boise, ID and Seattle, WA)

Forest Service Travel Management Team: Bob Stoehr, Todd Stiles, Kathe Tillman, Marge Hutchinson, Matt Karrer

Hosting District Rangers and staff: Judy Hallisey, District Ranger; Tim Foss, Recreation Staff; John Morrow, Trails; Kim Larned, Public Information (Cle Elum); Randy Shepard, District Ranger; Mike Rowan, Recreation Staff (Naches); Vaughan Marable, District Ranger; Lisa Therrell, Forest Plan Revision Recreation (Wenatchee River); Tom Graham, District Ranger (Entiat); Michael Alvarado, Recreation Staff (Tonasket)

ATTACHMENT 3 – PUBLIC MEETING
QUESTIONS

April 6

- Q Why is a driver without a license considered an imprudent driver? Is there a safety record to support this?
- Q RS 2477 – has the Forest Service followed this statute?
- Q Will the Forest Service consider keeping Deer Gulch Road open on a trial basis (district-specific question)?
- Q How will the roads be marked when transitioning from one to another?
- Q How will State Land be delineated?
- Q Travel Management does not allow for travel off of specific roads; the problem will be education.
- Q Have you considered working with user-groups for education?
- Q There is significant cost associated with signage/enforcement/disabled access/administration. If the public can't go, the Forest Service should not be able to either.
- Q Is the Forest Service aware of the differences between ATV's and Jeeps? Jeeps can use roads that ATV's cannot.
- Q What will happen to the small trails not on the map?

April 7

- Q Will there be a way to access campsites if there is not a connecting road (specific to ATV trail/campsite)?
- Q What is considered an over-the-snow vehicle (only snowmobiles/or ATV's)?
- Q Why are you closing the local Edgar Track Trail (district-specific question)?
- Q What is the cost of a ticket for riding on a road not included on the map?
- Q Will special use permits need amendments (use of ATV to access water meter)?
- Q Jeep trails are too difficult for ATVs; what is the plan for these ATV users?
- Q Will there be opportunity for ATV clubs to help shape trails in the future?
- Q When will the safety analysis be completed for mixed-use?
- Q Is this proposal compliant with the Federal Disabilities Act?
- Q Are 4X4 roads currently open to motorcycles and ATVs?
- Q Will you be making new maps; these are not big enough to see?

- **The color-codings are inconsistent, is there a plan to clarify these?**
- **How will enforcement change? Is a mixed-use trail connection to town possible?**
- **Is the Forest Service moving away from signage?**
- **Comment: starting the ORV Trail Watch (ORVtrailwatch.org).**
- **Did the Forest Service consider that concentrating trail/road use would cause more environmental damage?**
- **What is the process to get additional changes to the map after the decision is made; specifically, how could we add new trails?**
- **How will trails be recognized that are not numbered?**
- **Will NEPA be required for all changes? NEPA per each trail proposed?**
- **May 7 is only four weeks away, will this be enough time?**
- **How much of a factor is connection?**

April 8

- **Can a motorcycle travel where ATVs and Jeeps can travel?**
- **Why would we close any trails when they are so difficult to open?**
- **Will this plan need more enforcement? Will it be more efficient?**
- **Did you consult other states on mixed-use roads?**
- **What constitutes resource damage? How will mixed-use “user-built” trails change?**
- **Where does the Forest Service maintain funds for the construction and maintenance of trails?**
- **Does the ATV-ORV license fee go to trail maintenance?**
- **Why is the Forest Service restricting ATV classification to 50 inches or less?**
- **Why does the Department of Natural Resources allow this and the Forest Service will not?**
- **Could trial bikes ride on user-built trails?**

April 9

- **What are the implications to motorized mixed use of changing maintenance levels?**
- **The population is growing; has the Forest Service considered the damages associated with concentration of users?**
- **Are the non-system roads being considered for vehicle travel?**
- **How were the calculations figured for amount of trail lost?**

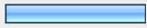
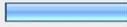
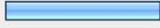
- **Were there considerations given to the conflicts between mountain bikers and motorcycle users?**
- **Describe the difference between the maintenance level 2 and 3 roads?**
- **How will the drop in the level of maintenance affect connections to private properties?**
- **Who will clear trails closed to motorcycles (motorcycles have been fulfilling this role)?**
- **Is the Forest Service going to consider lowering the speed limit on roads?**
- **What is the interface of this project with critical habitat throughout the forest?**
- **Why is the Forest Service against having ATV use on roads with paved surfaces?**

April 16

- **Does the proposed action take into account the present funding?**
- **Is the Forest Service concerned that converting user-created trails to open trails will set a negative precedence?**
- **What is a “roaded-area;” as mentioned in the presentation?**
- **Have there been any trails closed because of environmental damage?**
- **What is the difference between mixed-use roads and NFS roads to be used by different categories of vehicle? Will these be considered road or trail?**
- **What might the NEPA alternatives look like?**
- **Clarify a highway legal vehicle; does this include motorcycles?**
- **Did the Forest Service consider the technical aspect when creating motorcycle trails? Motorcycle users are interested in a tight single track.**
- **Is there a reference to seasonal closures in the plan?**
- **Will the Forest Service create/maintain more difficult motorcycle trails? Is there an option to make trails one-way?**
- **Has the Forest Service engaged with volunteer groups?**

ATTACHMENT 4 – MEETING EVALUATION

OWNF Travel Management Public Meetings

1. Evaluation of which meeting?			Response Percent	Response Count
Ellensburg, April 6, 2009			17.6%	9
Yakima, April 7, 2009			15.7%	8
Cashmere, April 8, 2009			25.5%	13
Okanogan, April 9, 2009			19.6%	10
Mercer Island, April 16, 2009			21.6%	11
			<i>answered question</i>	51
			<i>skipped question</i>	0

2. Please check the box which indicates your level of agreement or disagreement with the following statements about the April Scoping Meetings.							
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Rating Average	Response Count
1. The overview of the Travel Management Rule helped me understand the purpose and requirements of the rule.	22.0% (11)	64.0% (32)	12.0% (6)	0.0% (0)	2.0% (1)	1.00	50
2. The overview of the Forest Service environmental analysis process helped me understand how the decision will be made, who will make it, and how I can influence the decision.	22.0% (11)	60.0% (30)	12.0% (6)	2.0% (1)	4.0% (2)	1.00	50
3. The overview of the key elements of the proposed action for travel management helped me understand the proposal and how it will affect my use of the Okanogan-Wenatchee National Forest.	22.0% (11)	58.0% (29)	16.0% (8)	0.0% (0)	4.0% (2)	1.00	50
4. The ability to post comments on specific points on a map was a useful tool for providing written comments this evening on the Proposed Action for Travel Management.	43.5% (20)	37.0% (17)	19.6% (9)	0.0% (0)	0.0% (0)	1.00	46
5. Generally, there was enough time to do what needed to be done at this meeting.	30.0% (15)	38.0% (19)	18.0% (9)	12.0% (6)	2.0% (1)	1.00	50
6. Handout materials contained in the participant packets were a valuable supplement to the workshop.	27.5% (14)	51.0% (26)	21.6% (11)	0.0% (0)	0.0% (0)	1.00	51

APPENDIX B: Scoping Meeting Summary

7. The facilitation team was effective in supporting the participants and the process at the meeting.	22.4% (11)	59.2% (29)	16.3% (8)	2.0% (1)	0.0% (0)	1.00	49
8. The Forest Service was an effective resource during the open house.	40.8% (20)	51.0% (25)	8.2% (4)	0.0% (0)	0.0% (0)	1.00	49
9. Overall, the meeting was a valuable use of my time and met my expectations.	35.3% (18)	51.0% (26)	9.8% (5)	2.0% (1)	2.0% (1)	1.00	51
<i>answered question</i>							51
<i>skipped question</i>							0

3. Any additional comments or insights?		Response Count
		18
<i>answered question</i>		18
<i>skipped question</i>		33

The following are additional comments from the meeting evaluations; specific answers to questions No. 3:

1. In past meetings I had the impression 2009 was the date we could begin to enjoy additional use of ATV shared road rides. Please don't keep pushing it back until I am too old to ride my ATV.
2. Still better access to Forest Service roads in Idaho, Montana and Utah.
3. In addition to MVUM, will program improve signage, trail markers and confidence markers?
4. Will there be public representatives on travel management team?
5. The Travel Management Rule was adopted in recognition of non-sustainable motorized recreation. The new "closed unless designated open" rule will definitely be a huge step forward. But beyond that how do the proposals address sustainability. We need info on that! How will it be assessed? The issue seems to be neglected in discussion of the proposal.
6. Bob Stoehr did a great job at clearly presenting the motorized vehicle us proposed action plan. It sounds great to me! He also did a good job at answering the questions that were asked along with the rest of the team. Some of the people in the audience could have calmed down a bit to make the meeting more enjoyable.
7. Would or wouldn't help local economy to open up more usage areas which would in turn give your district more money. Keeping limited area makes more environmental damage and more danger.
8. Super poor sound system- for a person with poor hearing couldn't understand hardly what was said- don't know why I sat through whole....
9. Hand out maps would have been useful.

10. The place chosen to hold this meeting lacked 1) poor light on the maps, the room school and several of the speakers where hard to understand (ran words together).
11. I strongly advise placing geographic landmarks on the maps at these meetings, so that everyone can identify the roads/trails that they are looking at.
12. #1429 should be labeled as not maintained and stay open as an unimproved trail.
13. Was here to know about Okanogan but no one here.
14. At a first glance it would appear the wording used in the "legend", especially "mixed usage" references need to be clearer.
15. I am concerned about ATV trails on Natapoc near Plain- since I ride horses in that area- some of those areas have steep dropoffs.
16. Do you really think these trails can be policed?
17. The ability to post comments on the map is useful if they actually will be considered.
18. I'm a property owner outside of Cle Elum concerned with the *4 increase in noise from ATV's to dirt bikes. How does the FS plan to fine users who go off the designated trail system and onto private land? How does the FS plan to mitigate the increase of noise and smoke, and degradation of the quality of life to property owners bordering the areas?
19. Christmas in April. The proposed changes are way beyond what I expected. In a good way. Your planners nailed it; it's all about the possibility of a loop and connections. I realize the title of this is Motorized Travel Management, but I do hope the non-motorized users are served too.
20. Thank you for having a meeting in Mercer Island.

**Scoping Responses – Comment Coding Structure
Okanogan Wenatchee National Forest
Travel Management**

Other fields

- District
- Contact info
- Location: route, name or geographic area (site specific identifier of a trail or road, e.g. Road 7100350, Trail 1435, Jolly Mountain Rd, Blue Buck Creek, etc.)

1000-2000 Series - General Planning (Process)

- 11 - Proposed Action
- 12 - Purpose & Need
- 13 - Decision to be made
- 14 - Alternative Development
- 15 - Public Involvement
- 16 - Interagency Coordination/Consultation
 - 161 - General
 - 162 - Counties
 - 163 - State
 - 164 - Other Federal
- 17 - Tribal Consultation
- 18 - Relationship to other Planning Processes
- 19 - Relationship to Applicable Laws, Regulations, and Policy
 - 191 - Travel Rule
 - 192 - American Disability Act
 - 193 - RS 2477
 - 194 – General comments
- 20 - Agency Organization, Forest Service Management Consideration

3000-4000 Series – Alternatives (route/site specific)

- 31 - Add motorized route
- 32- Addition/Deletion Corridors for motorized access for dispersed camping.
- 33 - Addition/Deletion Motorized Access to Dispersed Rec
- 34 - Delete motorized route
- 35 - Change class of vehicle
- 36- Season of use
- 37 - Add/Delete Motorized Mixed Use
- 38 – Change of Maintenance Level roads (ex: from Level III to II)
- 39 - Add/Delete Motorized Areas (example Moon Rocks/Funny Rocks)

- 40 - Mitigation
- 41 - Monitoring
- 42 - Adaptive Management
- 43 - Implementation (new construction, obliteration or modification)
- 44 - Connectivity/ loop opportunities

5000 - 7000 Series - Resources

- 51 - General Resource Management
- 52 - Air Quality
- 53 - General comments
 - 531 - Effects on resource
 - 532 - Inventories/data/analysis
- 54 - Watershed (soil & water)
 - 541 - General comments
 - 542 - Effects on resource
 - 543 - Inventories/data/analysis
- 55 - Riparian/aquatic
 - 551 - General comments
 - 552 - Effects on resource
 - 553 - Inventories/data/analysis
- 56 - Native Vegetation/habitat
 - 561 - General comments
 - 562 - Effects on resource
 - 563 - Inventories/data/analysis
- 57 - Non-native plants/habitat
 - 571 - General comments
 - 572 - Effects on resource
 - 573 - Inventories/data/analysis
- 58 - Threatened, endangered, sensitive plants/habitat
 - 581 - General comments
 - 582 - Effects on resource
 - 583 - Inventories/data/analysis
- 59 - Native Wildlife/habitat
 - 591 - General comments
 - 592 - Effects on resource
 - 593 - Inventories/data/analysis
- 60 - Non-native Wildlife/habitat
 - 601 - General comments

- 602** - Effects on resource
- 603** - Inventories/data/analysis
- 61** - Threatened, Endangered, Sensitive Wildlife/habitat
 - 611** - General comments
 - 612** - Effects on resource
 - 613** - Inventories/data/analysis
- 62** - Safety
 - 621** - General comments
 - 622** - Engineering/Safety analysis (motorized mixed use)
- 63** - Enforcement
 - 631** - General comments
 - 632** - Use of volunteers
 - 633** - Funding
 - 634** - Implementation (signage, maps, etc)
 - 635** - Education
- 64** - Cultural Resources
 - 641** - General comments
 - 642** - Effects on resource
 - 643** - Inventories/data/analysis
- 65** - Lands & Special Use Permits
 - 651** - General comments
 - 652** - Effects on permittees
 - 653** - Land Management Allocations
- 66** - Dispersed Recreation Access
 - 661** - General comments
 - 662** - Access corridors
 - 663** - Access routes
- 67** - Non-motorized Recreation
 - 671** - General comments
 - 672** - Hikers
 - 673** - Mountain Bikes
 - 674** - Horses
 - 675** - Non-motorized user-created trails
 - 676** - Loss or reduction in non-motorized recreation opportunities
 - 677** - Conflicts among users (between non-motorized & motorized)

68 - Motorized Recreation

681 - General comments

682 - ATVs

683 - Motorized Mixed Use

684 - Motorcycles

685 - Full-sized 4X4

686 - Motorized user-created trails

687 - Loss or reduction in motorized recreation opportunities

688 - Conflicts among users (between motorized user groups)

69 - Motorized Vehicle Use Map

691 - General comments

692 - Appearance

693 - Utility

694 - Availability

70 - Scenic/Visual Quality

71 - Noise

72 - Fire/Prevention

73 - Wildland Urban Interface

74 - Maintenance

741 - General comments

742 - Use of volunteer

743 - Funding

8000 Series – Socio/Economic

81 - General comments

82 - Issues

83 - Contribution of recreation/tourism to economies/businesses

84 - Effects on adjacent landowners

Suggested Additions to Motorized Access Corridors

District	Name/Location	Route Number
Entiat	Dinkleman Ridge – “Dog Run”	5210
Entiat	NF Potato Creek, Potato gravel pit	5390
Entiat	Preston Creek	5501
Entiat	Tyee – Windy Creek	5711
Entiat	Tyee Gravel Pit	5713
Entiat	Hunter/sheep camp	5810
Entiat	Palmich Canyon	5300-220
Entiat	Tommy Creek	
Entiat	Preston Creek gravel pit	
Entiat	Maverick Saddle	
Tonasket		39
Tonasket		3700417
Tonasket		3810200
Tonasket	Salmon Meadows	
Wenatchee River	Scotty Creek Road	7324

Suggested Routes with Changing Maintenance Level Concerns

District	Name/Location	Route Number
Entiat		1429
Methow Valley		39
Methow Valley	South Fork Salmon	42
Methow Valley	Black Canyon	4010
Methow Valley	Beaver Summit	4230
Methow Valley	Starvation Mountain	4235
Methow Valley	South Fork Gold Creek	4330
Tonasket	Meadows-Toats Coulee	39
Tonasket	Mt Hull	3525
Tonasket		3524100
Tonasket		3524120
Tonasket		3524130
Tonasket		3524135
Tonasket		3525350
Tonasket		3525352
Tonasket		3525353
Tonasket		3525355
Tonasket		3525360
Tonasket		3525362
Tonasket		3525364
Tonasket	Tiffany Lake	

Suggested Routes for Loop Opportunities

District	Name/Location	Route Number
Chelan	Devil's Backbone	1265
Cle Elum	Seattle Jeep Club Trail	4W325
Cle Elum	Teaway	
Entiat	Gold Ridge	5808
Entiat		5904
Methow Valley	Lightning Creek Trail	421
Methow Valley		4330
Methow Valley	Starvation to Beaver Meadows	
Naches	Edgar Rock Trail	
Naches	Gold Creek to Rock Creek	
Naches	Little Bald, Ravens Roost, Timberwolf	
Naches	Nile Mill Site	
Naches	Nile system	
Tonasket	Connell Butte	31
Tonasket		42
Tonasket		275
Tonasket		3810
Tonasket		4200
Tonasket		3700100
Tonasket	Conger Loop	3700110
Tonasket		3700130
Tonasket		3700260
Tonasket		3700400
Tonasket		3700580
Tonasket		3700600
Tonasket		3810110
Tonasket		3810115
Tonasket		3810120
Tonasket		3810190
Tonasket		3810200
Tonasket	Loop to Funk Mt Lookout	3810210
Tonasket	Loop Canyon System	4200390
Tonasket	Mothers Day Trail	
Tonasket	Mutton Ridge	
Tonasket	Salmon Creek	
Tonasket	Salmon Meadows	
Tonasket	Wagon Camp	
Wenatchee River	Devil's Gulch	
Wenatchee River	Sand Creek	

Suggested Additions to Motorized Routes

District	Name/Location	Route Number
Chelan		418
Chelan	North Fork of the 25 Mile Creek	1265
Chelan		1265
Chelan	Coyote Ridge	
Chelan	Lake Chelan	
Chelan	Middle Fork Ridge	
Cle Elum	Old Blewett Pass Road	113
Cle Elum	Old Blewett Pass Road	200
Cle Elum		325
Cle Elum		1701
Cle Elum	Manastash Ridge area	3100
Cle Elum	Manastash Ridge area	3120
Cle Elum	Liberty	3507
Cle Elum	Boulder Creek	
Cle Elum	Pine Gulch	
Cle Elum	Robinson Gulch	
Cle Elum	Seattle Jeep Club Trail	
Cle Elum	Snowshoe Ridge	
Cle Elum	Wildcat Gulch extension to 97	
Entiat	Shetipo Trail	1249
Entiat	Hi-Yu Trail	1403
Entiat	Hornet Ridge	1410
Entiat	Miners Ridge	1411
Entiat	Jimmy Creek	1418
Entiat	Jimmy Creek	1419
Entiat	Cougar Mountain	1420
Entiat		1421
Entiat		1428
Entiat	Shetipo Trail	1429
Entiat	Crum Canyon	5302
Entiat	Tyee – Windy Creek	5711
Entiat	Moe Ridge Road	5810
Entiat	Corral Canyon Road	5300-114
Entiat	Harris Creek	5300-210
Entiat	Cotton Wood	
Entiat	Cougar Ridge Trail	
Entiat	Duncan Hill	
Entiat	Hornets Ridge	

District	Name/Location	Route Number
Entiat	Red Top Mountain	
Methow Valley	Baldy Pass	358
Methow Valley	Beaver Meadows	369
Methow Valley		405
Methow Valley	South Fork Gold River Road	418
Methow Valley	Blue Buck Trail	421
Methow Valley	Foggy Dew Ridge Trail	438
Methow Valley	Hi Yu Trail	1403
Methow Valley	South Fork Shrew Trail	4235
Methow Valley		3440-100
Methow Valley	Oxide Canyon	4340-150
Methow Valley	Alder Creek	
Methow Valley	Beaver Meadows	
Methow Valley	Blue Buck	
Methow Valley	Bridge Creek Road	
Methow Valley	Bryan Butte	
Methow Valley	Buck Mountain	
Methow Valley	Buttermilk Trail	
Methow Valley	End Mountain	
Methow Valley	Lightning Creek	
Methow Valley	McFarland Creek	
Methow Valley	Rainy Creek	
Methow Valley	Salmon Meadows	
Methow Valley	Slate Lake Trailhead	
Methow Valley	Squaw Creek	
Methow Valley	Stock Drive	
Methow Valley	Twisp River Road	
Methow Valley	Wagon Camp	
Naches	Pine Creek Road	170
Naches		625
Naches		635
Naches		669
Naches	Fifes Ridge	952
Naches		964
Naches		964
Naches	Gold Creek Trail	966
Naches		1111
Naches		1127
Naches		1202
Naches		1203
Naches		1503

District	Name/Location	Route Number
Naches		1600
Naches		1603
Naches		1605
Naches		1701
Naches		1702
Naches		1703
Naches		1704
Naches		1705
Naches		1706
Naches		1707
Naches	Milk Creek	1708
Naches		1708
Naches		1709
Naches		1713
Naches		1762
Naches		1781
Naches		1961
Naches		1961
Naches	Edgar Rock Trail	
Naches	Gold Creek	
Naches	Little Naches River	
Naches	Nile Mill	
Tonasket	Corral Butte	39
Tonasket		42
Tonasket		50
Tonasket		60
Tonasket		85
Tonasket		100
Tonasket	Salmon Meadows	200
Tonasket		300
Tonasket		302
Tonasket		315
Tonasket		340
Tonasket	Muck a Muck	346
Tonasket		353
Tonasket	Mutton Ridge Trail	365
Tonasket		369
Tonasket	Salmon Falls	506
Tonasket		3230
Tonasket		3235
Tonasket		3240

APPENDIX G: Suggested Additions to Motorized Routes

District	Name/Location	Route Number
Tonasket	Mt Hull Road	3525
Tonasket	North Fork Salmon Road	3800
Tonasket		4959
Tonasket		300565
Tonasket		3700000
Tonasket		3700100
Tonasket	Conger Loop	3700110
Tonasket		3700130
Tonasket		3700210
Tonasket		3700300
Tonasket		3700416
Tonasket	Wagon Camp	3700417
Tonasket		3700520
Tonasket		3700565
Tonasket		3700580
Tonasket	Salmon Creek	3800000
Tonasket	Salmon Meadows	3800025
Tonasket		3800025
Tonasket	Mineral Hill	3800032
Tonasket		3800369
Tonasket		3810190
Tonasket		3900375
Tonasket	Buck Pass	4200275
Tonasket		4200277
Tonasket	Bolin Basin area	4200375
Tonasket	Bolin Basin area	4200379
Tonasket		4200385
Tonasket		4200390
Tonasket		4200390
Tonasket	Bolin Basin	4201025
Tonasket		4201025
Tonasket	Bolin Basin	4201026
Tonasket	Bolin Basin	4201027
Tonasket	Reed Ranch	37-100
Tonasket		37-315
Tonasket		37-400
Tonasket		37-415
Tonasket		37-600
Tonasket	Big Canyon Trail	
Tonasket	Bonaparte	
Tonasket	Buck Pass	
Tonasket	Cedar Creek	

District	Name/Location	Route Number
Tonasket	Cougar Mountain	
Tonasket	Crawfish Lake to Aeneas Valley	
Tonasket	Frost Mountain	
Tonasket	Hunters Meadow	
Tonasket	Kerr Campground	
Tonasket	Kettle Falls	
Tonasket	Lightning Creek	
Tonasket	Little Granite Creek	
Tonasket	Long Swamp	
Tonasket	Lyman Lake to Crawfish Lake	
Tonasket	Mt Hull	
Tonasket	Muck a Muck Mountain	
Tonasket	N Fork Salmon Creek	
Tonasket	Oriole Campground	
Tonasket	Pelican Creek	
Tonasket	Pelican Creek	
Tonasket	Rock Climb Trail	
Tonasket	Salmon Falls	
Tonasket	Schiner Ridge Trail	
Tonasket	Summit Lake Road	
Tonasket	Usk Pegmatite	
Tonasket	Wagon Camp	
Tonasket	Wild Horse Creek Trail	
Tonasket	Wilder Creek	
Wenatchee River	Horse Camp Road	100
Wenatchee River	Hornet Ridge	1410
Wenatchee River	Miners Ridge	1411
Wenatchee River	Greenwater	7000
Wenatchee River	Greenwater	7200
Wenatchee River	Greenwater	7220
Wenatchee River	Lake Wenatchee area	
Wenatchee River	Deer Camp to Maverick Saddle	
Wenatchee River	Derby and Williams Canyon	
Wenatchee River	Nahaum Canyon	
Wenatchee River	Sand Creek	

Suggested Deletions to Motorized Routes

District	Name/Location	Route Number
Chelan		1255
Chelan	Chelan Summit Trail	1259
Chelan	Foggy Dew	
Cle Elum	Three Brothers Trail/Upper Negro Creek	1211
Cle Elum	County Line	1221
Cle Elum	Yellow Hill	1222
Cle Elum	Way Creek	1235
Cle Elum	Domerie-Thomas	1303
Cle Elum	Goat Mountain	1304
Cle Elum	Salmon la Sac Creek	1307
Cle Elum	Domerie-Thomas	1308
Cle Elum	Blowout Mountain	1318
Cle Elum	North Ridge	1321
Cle Elum	Teanaway	1340
Cle Elum	Big Creek	1341
Cle Elum	Manastash Lake	1350
Cle Elum	Iron Bear	1351
Cle Elum	West Fork Teanaway	1353
Cle Elum	Jolly Creek	1355
Cle Elum	Miller Creek	1379
Cle Elum	Johnson-Medra	1383
Cle Elum	Jungle Creek	1383.1
Cle Elum	DeRoux	1392
Cle Elum	Koppen Divide	1392.1
Cle Elum	Big Boulder Trail	1392.8
Cle Elum	Elsnor Mine Trail	1392.8
Cle Elum	Mild Fork Teanaway	1393
Cle Elum		1398.2
Cle Elum		7322
Cle Elum	Gallagher Head	4W301
Cle Elum	Van Epps Pass	4W302
Cle Elum	Van Epps	4W303
Cle Elum		4W305
Cle Elum	Tronsen Ridge	4W312
Cle Elum	Blowout Mountain	
Cle Elum	Fortune Creek	
Cle Elum	Windy Pass	
Entiat	Entiat River	1400

APPENDIX H: Suggested Deletions to Motorized Routes

District	Name/Location	Route Number
Entiat	Jimmy Creek	1419
Entiat	Shetipo Trail	1429
Entiat	Duncan Hill Trail	1434
Entiat	Mad River	
Methow Valley	Foggy Dew Creek	417
Methow Valley	Foggy Dew Creek	418
Methow Valley	Middle Fork Ridge	418
Methow Valley	Lightning Creek Trail	425
Methow Valley	Cooney Lake Trail	429
Methow Valley		4330
Methow Valley	Lake Chelan	
Naches	Divide Ridge	613
Naches	Copper City	654
Naches	Pinegrass	699
Naches	Upper Little Naches	941
Naches	North Fork Little Naches	942
Naches	PCT to Manastash	943
Naches		945
Naches		981
Naches	Russell Ridge	1111
Naches		1113
Naches	Long Lake	1126
Naches	Jumpoff Ridge	1127
Naches	Ten Day Trail	1134
Naches	Russell Ridge	1141
Naches	Long Lake	1145
Naches	Blowout Mountain	1318
Naches		1611
Naches		1902
Naches	Tenday Creek	11344
Naches		4W496
Naches	Rattlesnake	4W620
Naches	Copper Mountain	4W654
Naches		4W665
Naches	Naches Pass Trail	4W684
Naches		4W697
Naches		943B
Naches	Little Naches River	
Naches	North Fork of Oak Creek	
Tonasket		39
Tonasket	Rusty Creek	200

District	Name/Location	Route Number
Tonasket	Clackamas	301
Tonasket	Clackamas	302
Tonasket	Shrew Creek	321
Tonasket		344
Tonasket		346
Tonasket		353
Tonasket	Buck Creek	354
Tonasket	Little Granite Creek	355
Tonasket	Boulder Creek	358
Tonasket		365
Tonasket	North Fork Salmon Creek Road	3800
Tonasket		3900
Tonasket	Bonaparte	
Tonasket	Long Swamp	
Wenatchee River		1111
Wenatchee River	Negro Creek basin	1210
Wenatchee River	Three Brothers Trail	1211
Wenatchee River	Devil's Gulch	1220
Wenatchee River	Mission Ridge	1220
Wenatchee River		1308
Wenatchee River	Jimmy Creek	1403
Wenatchee River	Hiyu Trail	1419
Wenatchee River		1420
Wenatchee River	Shetipo Trail	1429
Wenatchee River	Nason Ridge	1529
Wenatchee River		1538
Wenatchee River	Nason Ridge	1583
Wenatchee River	Climb to Maverick Saddle	6101
Wenatchee River	Coulter/Gill Creek Road	6930
Wenatchee River	Shaser/Negro Creek Road	7322
Wenatchee River	Devil's Gulch	
Wenatchee River	Lake Ethel	
Wenatchee River	Peavine Canyon	

Suggested Additions to Motorized Mixed Use Routes

District	Name/Location	Route Number
Chelan		430
Chelan		600
Chelan		8200-145
Chelan	Mitchell Creek	
Cle Elum	Robinson Gulch Road	9276
Cle Elum	Pine Gulch	9726
Cle Elum	Fortune Creek	
Cle Elum	Liberty	
Cle Elum	Quartz Mountain	
Cle Elum	Williams Creek Road	
Entiat		617
Entiat		1424
Entiat		1425
Entiat		5100
Entiat	Preston/Brennigan Creek	5504
Entiat		5608
Entiat	Tyee	5713
Entiat	Shady Pass Road	5900
Entiat		7400
Entiat		7401
Entiat		7402
Entiat		7410
Entiat		7412
Entiat		7415
Entiat	Dearby Canyon	7500
Entiat		5501-110
Entiat	Johnson Road	
Entiat	Mud Road	
Entiat	Potato Road	
Entiat	Steliko Road	
Methow Valley	South Fork Gold Creek Road	600
Methow Valley		4330
Methow Valley	Boulder Creek	
Methow Valley	Baldy Pass	
Methow Valley	Foggy Dew	
Methow Valley	Hearts Pass	
Naches		235
Naches		254

District	Name/Location	Route Number
Naches		255
Naches		516
Naches		518
Naches	Milk Creek	589
Naches		635
Naches	Little Bald	961
Naches		1200
Naches		1202
Naches		1207
Naches		1400
Naches		1500
Naches		1501
Naches		1503
Naches		1504
Naches		1600
Naches		1601
Naches		1605
Naches		1631
Naches		1701
Naches		1702
Naches		1703
Naches		1704
Naches		1705
Naches		1706
Naches		1707
Naches		1708
Naches		1711
Naches		1712
Naches		1713
Naches		1901
Naches		1902
Naches		1903
Naches		1913
Naches	Kamer Flat	1915
Naches		1921
Naches		4W325
Naches		4W676
Naches		4W696
Naches		4WD680
Naches	Bethel Ridge Jeep Trail	
Naches	Clover Springs	
Naches	Devil Canyon	

District	Name/Location	Route Number
Naches	Edgar Rock Trail	
Naches	Gold Creek	
Naches	Nile Mill	
Naches	Ravens Roost	
Tonasket	Ray Road	25
Tonasket	Fir Mountain Road	31
Tonasket	Sweat Creek	31
Tonasket	Baldy Pass	37
Tonasket	Crawfish Lake	100
Tonasket	Crawfish Lake	105
Tonasket	Cedar Creek	110
Tonasket	South Fork Salmon Creek	110
Tonasket	Crawfish Lake	200
Tonasket	Pelican	200
Tonasket	Crawfish Lake	226
Tonasket		346
Tonasket	Salmon Meadows	369
Tonasket	Salmon Meadows	375
Tonasket	Salmon Meadows	380
Tonasket	Mineral Hill Road	520
Tonasket	Crawfish Lake	3000
Tonasket		3700
Tonasket		8020
Tonasket		37515
Tonasket	Bonaparte	3300300
Tonasket		3525365
Tonasket		3525371
Tonasket		3525373
Tonasket		3525375
Tonasket		3525378
Tonasket		3525380
Tonasket		3700000
Tonasket		3700100
Tonasket	Congar Loop	3700110
Tonasket		3700300
Tonasket		3700515
Tonasket	Mineral Hill Road	3700520
Tonasket		3700565
Tonasket		3700600
Tonasket	Ray Road	3800025
Tonasket		3800375

District	Name/Location	Route Number
Tonasket	Buck Pass	4200275
Tonasket	Bolin Basin	4200375
Tonasket	Bolin Basin	4200379
Tonasket		4200390
Tonasket	Bolin Basin	4201025
Tonasket	Bolin Basin	4201026
Tonasket	Bolin Basin	4201027
Tonasket		3700430-31
Tonasket		37-315
Tonasket		37-415
Tonasket	Pelican	38-200
Tonasket	Barge Mountain	
Tonasket	Bear Bait Trail	
Tonasket	Granite Creek	
Tonasket	Hunter Meadows Road	
Tonasket	Little Granite Creek	
Tonasket	Mineral Hill	
Tonasket	Mt Hull	
Tonasket	Tiffany Springs	
Wenatchee River	Maverick Saddle	5200
Wenatchee River	Maverick Saddle	6101
Wenatchee River	Devils to upper Mission Ridge	9712
Wenatchee River	Eagle Creek	7500-900
Wenatchee River	Blage Mountain	
Wenatchee River	Derby Canyon	
Wenatchee River	Mission Creek	
Wenatchee River	Naches to Mad River Trail	
Wenatchee River	Nahaum Canyon	
Wenatchee River	Sand Creek	
Wenatchee River	Swakam Canyon	
Wenatchee River	Williams Canyon	