

Coconino National Forest Updates for the 2018 Motor Vehicle Use Map

REPORTING PERSON	Road Number/ Location	ISSUE	District	RESOLUTION Process	FS Comments	RESOLUTION regarding designation
FRD Staff	420K	This route appears to be part of the 2013 Hunter Access CE, but it is not shown on the MVUM map?	Flagstaff	Correction for 2018 MVUM	Designation of this route was part of the signed Hunter Access CE decision, on the decision map, and identified and cleared for designation in the Biological Assessment and cultural resource clearance. The route was surveyed by M Dechter on 10/14/2016. Route was mostly in good condition. The north side of the road is in the Schultz Fire area and has been used for tree planting efforts and to install and maintain a precipitation gauge. The very far north part of the road is heavily gullied and prevents additional motor vehicle travel further. This road was added to the 2017 MVUM, but did not include seasonal designations, which should be for 9/1 to 12/31	Add 420K to the MVUM with seasonal designations for all vehicles to reflect the 2013 Hunter Access decision.
David Falkenstein, ddubayaf@gmail.com; and Frank Thomas	700F / 133A	This road doesn't exist on the ground, but is on the MVUM map.	Flagstaff	Correction for 2018 MVUM	The 133A realignment was completed in 2017. The old alignment of the route was removed, and the new alignment of the route (as 700F) was added.	Replace old 133A alignment with 700F (which is the new 133A alignment)
Coconino County	9125B	This road comes off of Townsend-Winona Road, and is a concern here. Would be better to have it stop at intersection with county road access from private land to the west.... Is dangerous where it comes into T-W road according to Coconino County.	Flagstaff	Correction for 2018 MVUM	By removing designation of the portion of the road that connects to the Townsend-Winona Road, it will be less likely for drivers to enter the intersection from a 5th direction, and thus be safer.	Small portion of road removed to property line to reflect County management of Townsend-Winona Road to block access of this road.
Libby Kalinowski	Section 12 of Observatory Mesa	There is an error as to the City of Flagstaff boundary. The City incorporated Section 12 this past year, and it is within city boundaries. It does make some difference for hunting regulations, no motorized vehicles, and no camping in that section. I figured you would want to follow up for purposes of updating the digital map.	Flagstaff	Correction for 2018 MVUM	The Forest contacted the City of Flagstaff and secured updated data for the City Boundary. It does include Section 12, and this will be reflected on the 2018 MVUM.	Update the 2018 MVUM with the most recent boundary for City of Flagstaff.
Mark Swift	9387C / 9387P	East end near SR87 was a huge lake this spring. Reroute by designating 9387P to avoid this segment of 9387C, which is a bad drainage road. Close from 9387P to SR87.	Mogollon Rim	Correction for 2018 MVUM	Both are unimproved roads but 9387P (and small part of 9389C) is on ridge whereas 9387C is in drainage area. Switching the designations of these two roads would reduce people driving through standing water and result in no net change to designated mileage.	Remove designation of 9387C and add designation of 9387P (and small part of 9389C) as "all vehicles."
Noah Bard	235D	235D road is not an accurate reflection of the on the ground route. This area is signed as a camping area for rock climbers visiting Priest Draw and the majority of the sites are past the current alignment and corridor.	Flagstaff	Correction for 2018 MVUM	This designation was made prior to having AZGFD dispersed campsite data and the route designation was stopped short of the existing, designated dispersed campsites at Priest Draw, which is a well-established gravelled and signed designated dispersed campsite.	Extend designation of the road approximately 0.25 miles to provide access to existing designated dispersed campsites. No additional corridor.
Michael Gordon	620D	The road as shown on the MVUM map is aligned differently than what is on the ground. As a result, people are driving on a nonsystem route that goes through a meadow rather than a parallel route that is within treeline.	Red Rock	Correction for 2018 MVUM	The current alignment as shown on the MVUM appears to go through an open meadow and dead end near another designated road, leading to the establishment of a network of roads in a meadow with no motorized routes. There is a separate route at tree-line that appears to connect to nearby designated routes. Changing the alignment to this route would provide connectivity, reduce user confusion, and reduce ongoing unauthorized motor vehicle use in the adjacent meadow.	Change alignment of FR620D to provide improved connectivity and remove unauthorized motor vehicle use in the adjacent meadow.

Tom Runyon	9468K	The portion of this road east of its intersection with 9468L appears to be on the MVUM for no other purpose than to provide access to a private landowner. However, the landowner doesn't use this access and it is being used regularly to access a nearby meadow and T Six Spring where there is resource damage from ongoing OHV use. [photo submitted showing entire meadow with tire tracks al lover it]	Flagstaff	Correction for 2018 MVUM	Tom Runyon (watershed staff on Flagstaff RD) contacted landowner Dustin Ross about removing the eastern section of the road from the MVUM and he had no concerns. There is general agreement that this designated portion of the road is resulting in meadow impacts and impacts to the spring. The road was likely included on the MVUM because it was thought to be the only access to the property, but is actually not actively used for that purpose. Thus removing the road from the MVUM will correct this error.	Remove the designation of 9468K east of intersection with 9468L
Mike Gordon	9201R	The location on the Avenza / MVUM no longer exists, so I went ahead and moved the location about 1/3 mile to the north, and this should clear up the issue with folks who may be looking for it (mostly woodcutters)	Red Rock	Correction for 2018 MVUM	The 9201R doesn't appear to exist where shown on the MVUM. This appears to be an error. The road location on the MVUM will be realigned to a nearby location of approximately the same length and in the same area.	Change alignment of road to reflect on-the-ground conditions
Mike Gordon	9201E	This road ends at the tank, the MVUM map shows the road continuing to 1/4 mile east of the tank. This is an error.	Red Rock	Correction for 2018 MVUM	Remove the eastern 1/4 mile of the road designation to match the recent survey where the road was observed to end on the west side of the tank.	Remove a portion of the road designation.
Mike Gordon	9570	The south end of this road crosses into Spring Creek, and then continues up the stream bank and onto the floodplain above the creek before terminating without any connection. The result has been a network of roads in and along the creek as motor vehicle users attempt to connect to nearby routes. There is a parallel upland road just to the north which is in good condition, not in spring creek or the floodplain, and connects to adjacent roads.	Red Rock	Correction for 2018 MVUM	It's unclear why 9570 is shown with an alignment along Spring Creek rather than a nearby upland alignment. Input from District personnel suggests this is a mapping error, and that the 9570 road should have been shown as the upland route, rather than the in-stream/floodplain route. Moving the route to the upland alignment would add approximately 0.1 miles of the 9570 onto the Lime Kiln hiking trail (approx. 0.6 mi of 9570 is already overlapping the Lime Kiln trail directly adjacent to this section). Re-aligning the 9570 to the upland route would also connect 9570 to 9571, to improve connectivity and improve access to two existing motorized dispersed campsites. By providing an upland connecting route, it is expected that there will be a decrease in use and establishment of unauthorized routes in the area.	Re-align FR 9570 to the upland route and to connect with FR 9571.
Flagstaff Ranger District	Kelly Motorized Trail System	The following sections of the Kelly Motorized Trail system were constructed in 2017, and are now open for motor vehicle use. They should be added to the MVUM. • Seminary Trail #231 – North end connects to Airport #230 and south end connects to FR 700 (still needs to be finished to the Kelly Trail Head when the fire guys finish burning the giant piles!) • Munds Canyon #240 – North end connects to Rocky Road Trail #241 and south end connects to the Pinewood Trail Head • Fay Canyon and Kelly Trailheads should be added at 867 and 867D	Flagstaff	Update for 2018 MVUM	These new motorized trails and the trailheads are implementation of the 2012 Kelly Motorized Trail Environmental Assessment. They will be added to the MVUM to reflect up-to-date motorized recreation opportunities.	Add designation of motorized trails 231, 240, and an icons for the Fay Canyon and Kelly trailheads.