

## APPENDIX K. RECREATION MOTOR VEHICLES

### A. Overview (2004 & 2005)

Motorized Recreation on National Forest Lands is one of the most important, debated topics at the national and local levels. Subsequently the agency is providing national guidance to manage motorized recreation that is outlined in its "National OHV Policy". The Forest Service's proposed policy has two objectives:

1. Moving the agency to a designated use system to sustain natural resource values through more effective management of motor vehicle use. Roads, trails and areas would be designated for motor vehicle use. Motor vehicle use would not be permitted on roads and trails and in areas that have not been designated for that purpose. As a result, cross-country travel by wheeled motor vehicles generally would be prohibited.
2. Completing motor vehicle road, trail and area designation decisions at the field level.

On December 9<sup>th</sup>, 2005 The Travel Management Rule (36 CFR 212, 251, 261, and 295), governing off-highway vehicles (OHVs) and other motor vehicle use on national forests and grasslands, went into effect. The Rule requires all motor vehicle use, with some specifically noted exemptions, be restricted to designated routes (roads, trails, and areas) when operating on National Forest System lands

On the Superior National Forest, close to 500 public comments concerning motorized recreation were received on the Draft Forest Plan. Moreover, a significant number of challenges to this issue were brought forward. Table 1 outlines some of the appeal points brought forward related to motorized recreation.

**Table 1. Motorized Recreation Appeal to the Superior Forest Plan**

Issue #	Issue Category	Issue
17	RMV	The FEIS does not utilize adequate information to determine maximum additional ATV trail mileage needed.
18	ATV	The FEIS does not adequately consider the social and economic effects of the Decision on ATV users, including hunters, handicapped individuals and those who use ATVs for commerce.
19	ATV	The Record of Decision does not contain adequate information on the interim direction to close unclassified roads
20	ATV	The FEIS does not disclose the effects of continued or increased ATV use in Special Designation Management Areas.
27	ATV	The Forest Service failed to adequately consider natural resource effects related to the ban on cross country travel by ATVs.
28	ATV	The Record of Decision does not provide for consistency with ATV regulations of other land managers
52	Roads	The Revised Plan and FEIS are fundamentally flawed and unlawful under NFMA because the Forest Service does not make accurate data on roads and trails.
53	Roads	The Revised Plan fails to adequately ensure that temporary roads are truly temporary.
54	ATV	The Revised Plan and FEIS fail to collect info on impacts to motorized use and sufficiently analyze and evaluate current and potential impacts arising from operation of specific vehicle types on forest resources.

## **B. Management components on the Superior National Forest include:**

1. Management Direction
2. Management Efforts During The Past Year
3. Ongoing Management Efforts

### **1. Management Direction (SNF)**

#### Administrative Use.

D-RMV-3 On roads, trails, and in areas (cross country) where RMV uses are prohibited, motorized access may be allowed for law enforcement, emergency, firefighting, maintenance, & other administrative purposes.

#### ATV Opportunities

G-RMV-4 RMV use will generally be allowed on existing unclassified, OML 1, and OML 2 roads. (Except ORVs will generally be prohibited on OML 1 roads)....

G-TS-12 On existing OML 1 roads, an effective barrier will generally be installed as needed to prevent use by highway licensed vehicles and ORVs. ATV and OHM use may continue to be allowed on some existing OML 1 roads.

O-RMV-1 A maximum of 90 additional ATV trail miles and 130 snowmobile trail miles with associated trail facilities (trailhead parking, signs, toilets, etc.) may be added to the designated National Forest Trail system.

#### Prohibition. Cross Country Travel

S-RMV-3 Cross-country OHV travel is prohibited. Standards & guidelines for cross-country snowmobile use are described in Chapter 3 because direction for that use varies by mgt area.

#### Prohibitions-Roads

G-RMV-1 OHV use is generally prohibited on OML 3, 4, and 5 roads. OHV use may be allowed on specific segments of OML 3, 4, and 5 roads to provide connections to other roads and trails open to OHVs, if safety, resource, and other requirements can be addressed

O-TS-3 New roads built to access land for resource management will be primarily OML 1 or temporary and not intended for public motorized use. Temporary roads will be decommissioned after their use is completed. All newly constructed OML 1 roads will be effectively closed to motorized road and recreation vehicles following their use unless they are needed for other management objectives.

S-TS-2 During non-frozen road surface conditions, close winter roads to all motor vehicle traffic.

S-TS-3 As soon as access use is completed, stabilize temporary roads & effectively close them to motorized traffic. Vegetation will be established within 10 years.

#### Prohibitions-Trails

S-RMV-1 Motorized recreation use of designated National Forest System Trails is prohibited unless the trail is designated open for specific motorized uses such as for ATVs, OHMs, and snowmobiles.

#### Road Decommissioning (Road decommissioning has direct or indirect effects on OHV management)

G-TS-16 Roads and trails designated for decommissioning will generally be subject to the following: a. The road or trail will be rendered unusable by motorized vehicles but may remain accessible to foot travel.

O-TS-7 Unneeded roads will be decommissioned and closed to motorized vehicles. Roads that are not necessary for long-term resource management are considered "unneeded."

O-TS-8 The Forest will decommission approximately 80 miles of road.

S-TS-4 Decommission unclassified roads that are not needed in the National Forest road and trail system and special use permitted roads that are no longer needed. Decommissioning will make the road unusable by motorized vehicles and stabilize the roadbed.

O-TS-6 Decisions will be made on Forest unclassified roads to designate them as a National Forest System road or trail or to decommission them.

**(2) Management Effort During The Past Year Since Forest Plan Decision**

- a. Interagency coordination of ATV management.
- b. Public meetings & Field Trips
- c. Information/Education
  - 1. Completion of ATV travel map & corresponding Forest Orders prior to 2004 and 2005 hunting season.
  - 2. Press releases.
  - 3. Signing of Roads as open or closed prior to 2004 and 2005 hunting season
- d. Forest Leadership meetings addressing consistent approaches to (1) Administrative ATV use policy.
- e. Late season field awareness/compliance patrols.
- f. Project Decisions addressing ATV management via road management (SEE APPENDIX L1-ROAD DECOMMISSIONING AND FULL REPORT TRANSPORTATION WRITE-UP).
- g. Enhanced Road Inventories of low standard roads. (SEE APPENDIX L2-ROAD INVENTORIES).

**2a. Interagency Coordination and Public Meetings of ATV Management**

Collaborative Motorized Recreation Planning with Counties

In collaboration with the State of MN, Cook County, 1854 Authority, and Grand Portage Band of Chippewa a team has been chartered to identify current and potential opportunities in providing ATV routes and trails within Cook County. This process includes conducting appropriate public involvement and completing NEPA requirements and documentation. In addition the team is to review all unclassified roads within Cook County to determine their appropriate designation. General timeline identifies completion of this project during FY 2006. Once completed, the team will conduct the same process in Lake and St. Louis Counties.

**2b. Field Trips**

Field Trips



Figure 1. April 29<sup>th</sup> 2005 Field Trip

During FY 2005 the Forest pursued opportunities to engage interested publics on RMV issues as part of project planning. Two such field trips were held where various topics including RMV opportunities were discussed. Participants represented a broad range of interests.

## 2c1. Information/Education; Completion of ATV Travel Maps

During 2004 and 2005 ATV Roads & Trails Travel Maps were printed and made available. Figure 2 is an example of the 2005 map for the Gunflint Ranger District.

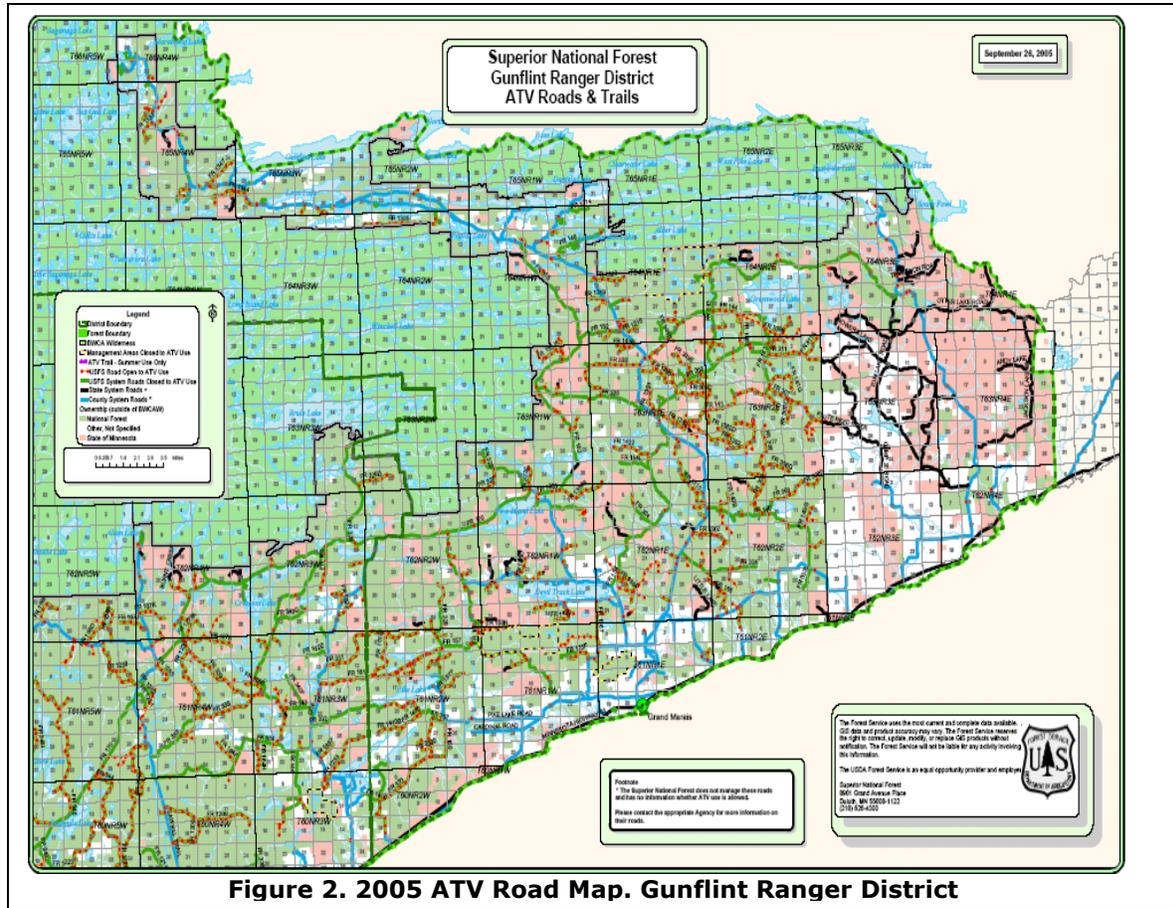


Figure 2. 2005 ATV Road Map. Gunflint Ranger District

## 2c1. Information/Education Press Releases.

During 2004 and 2005 several articles were released to the press to inform the public of the Superior Forest's latest travel management policy. Figure 3 shows an example of a press release that was published in early November 2005

## Press Release: Hunting and ATV use

### USDA Forest Service

Superior National Forest  
8901 Grand Avenue Place  
Duluth, MN 55808

November 1, 2005

Contact: Kris Reichenbach 218-626-4393

#### REMINDER TO HUNTERS AND OTHER VISITORS HEADED TO THE SUPERIOR NATIONAL FOREST

Visitors are welcome to hunt on Forest Service lands inside the Superior National Forest as long as safety rules are followed and State, federal, and tribal hunting regulations are observed. Use of all terrain vehicles within the Forest is allowed only on designated roads or trails. Permanent hunting stands or permanent hunting blinds are illegal on national forest lands.

Updated maps are available that show where ATVs may be used on Superior National Forest lands. Generally, ATV use is allowed on two Forest Service designated trail-systems, on low maintenance roads, and on unclassified roads on Forest lands, unless posted closed. Cross-country ATV travel is prohibited and ATV travel is not allowed in ditches or shoulders of National Forest roads. Visitors may contact the closest Superior National Forest Ranger District Office for specific information about areas open for ATV use. ATV riders are encouraged to follow "Tread Lightly" principles that include avoiding soft ground or water bodies and respecting other uses.

Hunters may use portable hunting stands that do not damage live trees and that are removed at the end of the hunt. Portable stands are defined as those that are chained, belted, clamped, or tied with rope and do no permanent damage. A free-standing blind or elevated stand that is removable may also be used. Portable hunting stands and blinds may be set up one week prior to the hunt and must be removed within one week after the hunt.

**Figure 3. November 2005 Press Release on Hunting and ATV Use.**

### 2c3. Information/Education. Signing of Open & Closed ATV Roads/Trails.



**Figure 4 – Road Open to ATV Use**

An integral component of informing the public on where to and not to ride motorized recreation vehicles is proper signing. The Superior Forest placed many carcinite signs across the Forest during 2004 and 2005 (See Figure 4). In several instances, roads had to be resigned because of theft or destruction. The amount of time and material was found to be substantial. During the fall of 2004 over \$16,000 was spent on the Lacroix Ranger District to sign and re-sign roads. See Figure 5 for a more complete breakdown of costs.

**Figure 5. LaCroix Ranger District. OHV Road Route Policy Implementation Efforts (estimate)Sept. 7 thru Oct.25, 2004**

<b>Staff</b>	<b>Time &amp; Cost</b>		<b>Total Cost</b>	
<b>Tim E.</b>	<b>2 field days</b>	<b>\$ 496</b>	<b>8 office days \$1,986</b>	<b>\$2,482</b>
<b>Mark T.</b>	<b>8 field days</b>	<b>\$1,831</b>	<b>4 office days \$ 915</b>	<b>\$2,746</b>
<b>Tim M.</b>	<b>6 field days</b>	<b>\$1,039</b>	<b>2 office days \$346</b>	<b>\$1,385</b>
<b>Tom Y.</b>	<b>18 field days</b>	<b>\$3,378</b>	<b>2 office days \$ 375</b>	<b>\$3,753</b>
<b>Todd J.</b>	<b>20 field days</b>	<b>\$2,987</b>	<b>\$2,987</b>	
<b>Ellyn F.</b>	<b>3 office days</b>	<b>\$624</b>		<b>\$624</b>
<b>Gordy R.</b>	<b>3 office days</b>	<b>\$592</b>		<b>\$592</b>
<b>Field Days Costs: \$9,731</b>		<b>Office Days Costs: \$4,838</b>		
<b>TOTAL Staff Costs:</b>			<b>\$14,569</b>	
<b><u>Sign Materials</u></b>				
<b>Estimate a complete sign cost of \$20 each.</b>				
<b>I estimate that we have placed 65 new signs during this time.</b>				
<b>NEW Material Costs:</b>			<b>\$1,300</b>	
<b>Since placing the new signs we estimate at least 40 have disappeared.</b>				
<b>To date we have replaced about 30 of the missing signs.</b>				
<b>REPLACEMENT Material Costs:</b>			<b>\$600</b>	
<b>TOTAL Material Costs:</b>			<b>\$1,900</b>	
<b>TOTAL COSTS</b>			<b>\$16,500</b>	

**2e. Late season field awareness/compliance patrols.**

In September 2004 the Superior National Forest released its first "ATV Roads & Trails Map" ("ATV Map") which portrayed designated roads/trails open and closed to ATV travel. During September of 2005 a second updated "ATV Map" was released to the public. These roads/trails designations were part of a National OHV policy to manage OHV's on National Forest Lands. Recognizing that much of the OHV use is associated with the fall hunting season, FS employees spent time in the field to: (1) Provide recreation opportunity information to the public and (2) Document compliance and non-compliance with the "ATV Map". Following are examples from Project and Forest Level surveys.

**Project Level Surveys (Fall 2005)**

Following are 3 write-up examples of patrols conducted during 2005 within project areas.

**Inga South: ATV Use Report**

**Project Background**

During the summer of 2005 monitoring crews from the Superior National Forest (SNF) conducted surveys within the Inga South Project Area (Project Area) to document the occurrence and use of unmapped forest roads and user created trails. (SEE 8/31/05 Inga South Road Inventory Project).

From November 4th- through 20th, 2005 the Project Area was again visited to document ATV use and impacts immediately before and immediately after the 2005 deer rifle season. The primary purpose of these November surveys was to note compliance with the "September 29, 2005 SNF ATV Roads & Trails" (ATV Map). All roads depicted on the ATV map as well as unmapped roads surveyed during the summer

months were visited. Photos and UTM coordinates were taken at sites where non compliance and/or resource impacts were noted. See attached Map that displays ATV use locations.

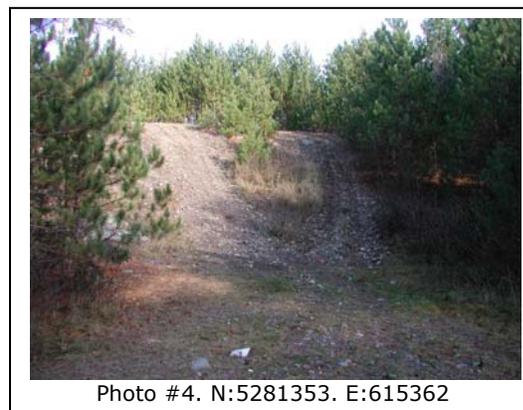
**Summary**

Within the Inga South Project area none of the roads shown as "System Roads Closed to ATV's" on the ATV Map had evidence of ATV use before or after the hunting season. However ATV cross country travel, motorized use on roads "open to ATV use", and motorized use upon roads not shown on the ATV map were observed at eight points within the project area immediately prior to the hunting season. No motorized travel was observed immediately following the rifle season. However, post season surveys were conducted with an appreciable amount of snow cover, hence, possibly obscuring any unauthorized travel between the pre-season and before snowfall. Moreover, none of the roads surveyed, including those depicted on the ATV Map, had information signs posted. ATV use occurred on both unknown and unclassified roads including the Superior Lodge ski trails. It should be noted that no resource impacts were observed on the roads or trails. The following table summarizes motorized use by category:

<b>Table 2. ATV Use Occurrences. Immediately Prior to 2005 Deer Rifle Season</b>				
Mapped Roads Open to ATV Travel*	Mapped Roads Closed to ATV Travel*	Unmapped User Created Trails	Unmapped Unclassified Roads	Unmapped Classified Roads
2	0	5	1	0
*As Shown on 2005 ATV Map				

In addition we inspected the perimeter of "Management Areas Closed to ATV Use" shown on Forest OHV/ATV trail map. No travel upon roads/trails leading into these areas within the Inga South project area or within adjacent project areas (ie Dunka) was detected. Following are photos of the sites where motorized use was noted. A map is shown in Appendix A. There is a GPS file and a corresponding photo for each incidence of non-compliance. Information such as UTM coordinates and other details may be found in the GPS files. These files may be found in M:\Monitoring\Projects\_05\ATV use surveys\Inga South.

**User-Created Trails**



### **Mapped Roads Open to ATV's**



Photo #5. N:5281150 E:615701



Photo #8. N: 5279174 E: 617578



Photo #7. N: 5279173 E: 617235

### **Unmapped Roads/Trails**



Photo #6. N: 5276564 E: 614821



Photo #9. N: 5282153 E: 616714



Photo #10. N: 5283717 E: 616735

### **Photo Point Write-ups.**

**Photo 1.** This user created trail lies adjacent to a mapped/authorized road (103105 Road1) within the Inga South project area. Here, ATVs and trucks are gaining access to private land. **Photo 2.** User created trail off of a mapped/authorized (103105Road02) road. ATVs have been gaining access into old skidder trails and hunting areas. Large amounts of ATV use in this general area (east of Mitawan road). **Photos 3a/3b.** This area (adjacent to 110205road01) is depicts a user created trail into a wetland. Resource damage has been occurring to this wetland from ATV use. This area appears to be a winter use road associated with a timber harvest located on the far side of the wetland. **Photo 4.** This area lies within or adjacent to cross country ski trails, 110105Road01. ATVs have been using this area. This shows where ATVs have been riding up in what appears to be an old gravel staging or collection area. ATVs have not been going into the forest here, rather just riding to the top and descending. **Photo 5.** Cross country ski area (110105Road01) with some ATV use. This is an improved surface road that is not depicted on the Authorized OHV map of the Tofte Ranger district, although it is on the SNF map. This road and those connecting to and from it are unsigned. **Photo 6.** This road (110205Road1) is unmapped/unsigned receiving some OHV/ATV use and leads to a nearby Management area closed to ATV use. However it does not breach the management area. Monitoring crew members viewed this road being used by 4 wheel drive pickup trucks with hunters scouting areas. **Photo 7.** This road (103105Road03) beginning off a mapped/authorized road and leads back into the forest along a older logging road with a modest berm (logs, rocks, slash) that has been defeated. Some ATV use detected into this area. **Photo 8.** Unmapped unsigned road (103105Road04) beginning off of a mapped road. This road is currently being used by OHV/ATVs. **Photo 9.**

Unmapped/unsigned road (110105Road2) beginning off of a mapped road. This road is currently being used by OHV/ATVs. **Photo 10.** Unmapped/unsigned road (110105Road03) beginning off of a mapped road. This road is currently being used by OHV/ATVs.

**Whyte Project Area: ATV Use Report**

**Project Background**

During the late fall of 2005 monitoring crews from the Superior National Forest (SNF) conducted surveys within the Whyte Project Area to document the occurrence and use of unauthorized forest roads and user created trails. (SEE: Whyte Project Area Road Inventory Report).

From November 4th- through 20th, 2005 the Whyte Project Area was revisited to document ATV use and any impacts immediately before and immediately after the 2005 deer rifle season. The primary purpose of these November surveys was to note compliance with the "September 29, 2005 SNF ATV Roads & Trails" (ATV Map). All roads depicted on the ATV map as well as unmapped roads surveyed during the summer months were visited. However, time limitation just prior to the deer season opener disallowed all roads (not depicted as authorized) to be revisited. Roads/trails nearby authorized trails were visited. It was assumed that the authorized locations may invite unauthorized use on adjacent trails. Photos and UTM coordinates were taken at sites where non compliance and/or resource impacts were noted.

**Summary**

Within the Whyte Project Area, none of the mapped roads shown closed on the ATV Map had evidence of ATV use before or after the hunting season. However, prior to the hunting season, ATV cross country travel (user created trails) was observed. Motorized travel was not observed immediately following the rifle season. None of the roads surveyed, including those depicted on the ATV Map, had signs posted. Permanent deer stands were found in the vicinity user created trails were found.

In addition we inspected perimeters of "Restricted Management Areas Closed to ATV Use" shown on Forest OHV/ATV trail map. No travel upon roads/trails leading into these areas within the Whyte project area or within adjacent project areas (ie Dunka, Inga South) was detected. Following are photos of the sites where motorized use was noted. A map is shown in Appendix A. There is a GPS file and a corresponding photo for each incidence of non-compliance. Information such as UTM coordinates and other details may be found in the GPS files. These files may be found in M:\Monitoring\Projects\_05\ATV use surveys\Whyteroads.

**Table 3. ATV Use Occurrences. Immediately Prior to 2005 Deer Rifle Season**

Mapped Roads Open to ATV Travel*	Mapped Roads Closed to ATV Travel*	Unmapped User Created Trails	Unmapped Unclassified Roads	Unmapped Classified Roads
2	0	2	0	0
*As Shown on 2005 ATV Map				



Photo 3. 2nd stand accessed by ATV trail.



Photo 1. User-created trail to deer stand.



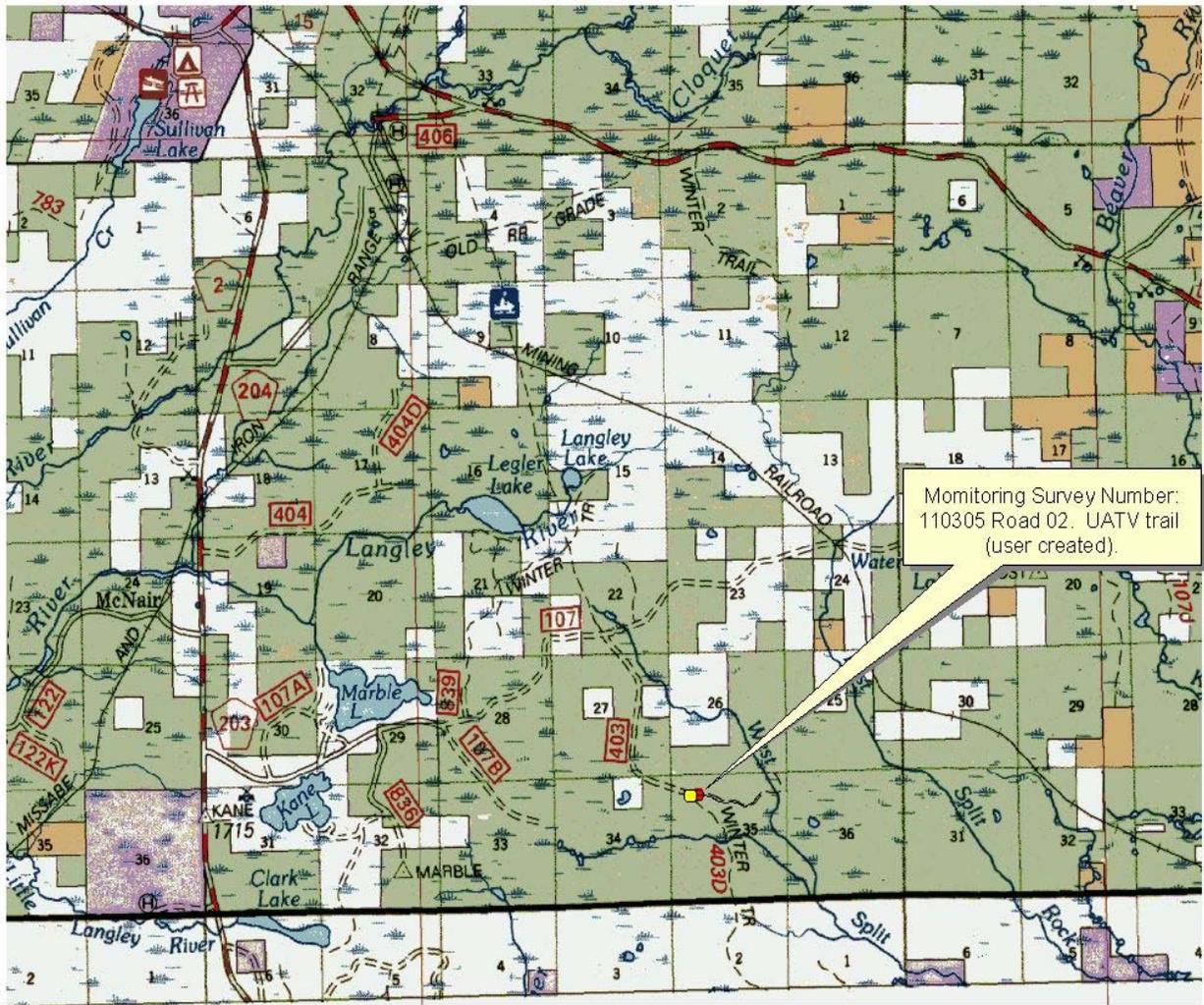
Photo 2. Deer stand off ATV trail



Photo 4. Unauthorized ATV use.

**Details of Points of Concern: For specific locations, see attached map.**

**Photo 1.** Beginning of 110305 Road. Potential User-created trail (ATVT) along wood line leading to deer stand. This and road it adjoins is unsigned. ATV/OHV gaining access to deer stands within a forest clearing via this route along tree line formed from old clear cut. No resource damage detected but use is unauthorized. Deer stands may be on forest land however and are active. **Photo 2.** Active deer stand off ATV trail adjacent to 110305 Road1. **Photos 3.** Second active deer stand off ATV trail adjacent to 110305 Road1. **Photo 4.** Unauthorized ATV use. This trail is not on the current authorized ATV/OHV map and is in use (UATV). This trail leads into several ephemeral/vernal wetlands. However, this trail, nor the main road it adjoins are signed for either case.



ATV Use Locations During 2005 Deer Hunting Season. Whyte Project Area.

### **Echo Trail: ATV Use Report**

#### **Project Background**

During the summer of 2005 monitoring crews from the Superior National Forest (SNF) conducted surveys within the Inga South Project Area (Project Area) to document ATV occurrence and use of unmapped forest roads and user created trails. (SEE 8/31/05 Inga South Road Inventory Project).

From November 4th- through 20th, 2005 the Project Area was again visited to document ATV use and impacts immediately before and during the 1<sup>st</sup> week of the 2005 deer rifle season. The primary purpose of these November surveys was to note compliance with the "September 29, 2005 SNF ATV Roads & Trails" (ATV Map). All roads depicted on the ATV map as well as unmapped roads surveyed during the summer months were visited. Photos and UTM coordinates were taken at sites where non compliance and/or resource impacts were noted.

**Summary**

Within the Echo Trail Project area three of the roads shown as "System Roads Closed to ATV's" on the ATV Map had evidence of ATV use before or during the 1<sup>st</sup> day of hunting season. In addition, prior to the hunting season, ATV cross country travel (including 2 user created trails into the BWCAW) and motorized use upon roads not shown on the ATV map were observed at four points and three points respectively. Moreover, none of the roads surveyed, including those depicted on the ATV Map, had information signs posted. ATV use occurred on both unclassified and system roads. It should be noted that we were uncertain if any of the travel was associated with and/or approved for access to private lands. Resource damage was observed on unmapped roads and from cross country travel particularly along the FR1036 (Cloquet-Line Road). Photos were taken and site-level descriptions were taken at these sites.

<b>Table 4. ATV Use Occurrences. Immediately Prior to 2005 Deer Rifle Season</b>				
Mapped Roads Open to ATV Travel*	Mapped Roads Closed to ATV Travel*	Unmapped User Created Trails	Unmapped Unclassified Roads	Unmapped Classified Roads
3	3	4	3	0
*As Shown on 2005 ATV Map				

**Unmapped User Created Trails**



**SITE 1:** Off of Forest Road 1036, Several entry points into wetland and trails created throughout.



**SITE 1:** Off of Forest Road 1036, Several entry points into wetland and trails created throughout.



**SITE 2:** North from the end of Forest Road 1036. Range Lake Portage. Illegal ATV use into BWCAW.



**SITE 3:** ESE off the end of Forest Road 1036, Range L. portage. Illegal ATV use. Possibly use into BWCAW.



**SITE 4:** Heading East off Forest Road 1036, 0.3 miles from North End.

### Mapped Roads Closed to ATV Travel



**Site 10** 110805 Road 04. Berm has been breached. Road not signed.



**Site 11a:** 110805 Road 05. Rock barrier breached. Road not signed.



**Site 11b:** Beginning of 110805 Road 05 adjacent to Rte 457. Road not signed.



**Site 12:** 110805 Road 06 Rock barrier breached. Road not signed.

### Unmapped Unclassified Roads



**SITE 5.** Road off Unclassified Road off Forest Road 1036. High traffic ATV and 4wd Truck.



**SITE 6a:** Road is heavily flooded and 'sinking' into bog.



**SITE 6b:** ATV travel into sensitive wetland resource. ATVs have been driving onto bog-mat.

## Mapped Unclassified Roads



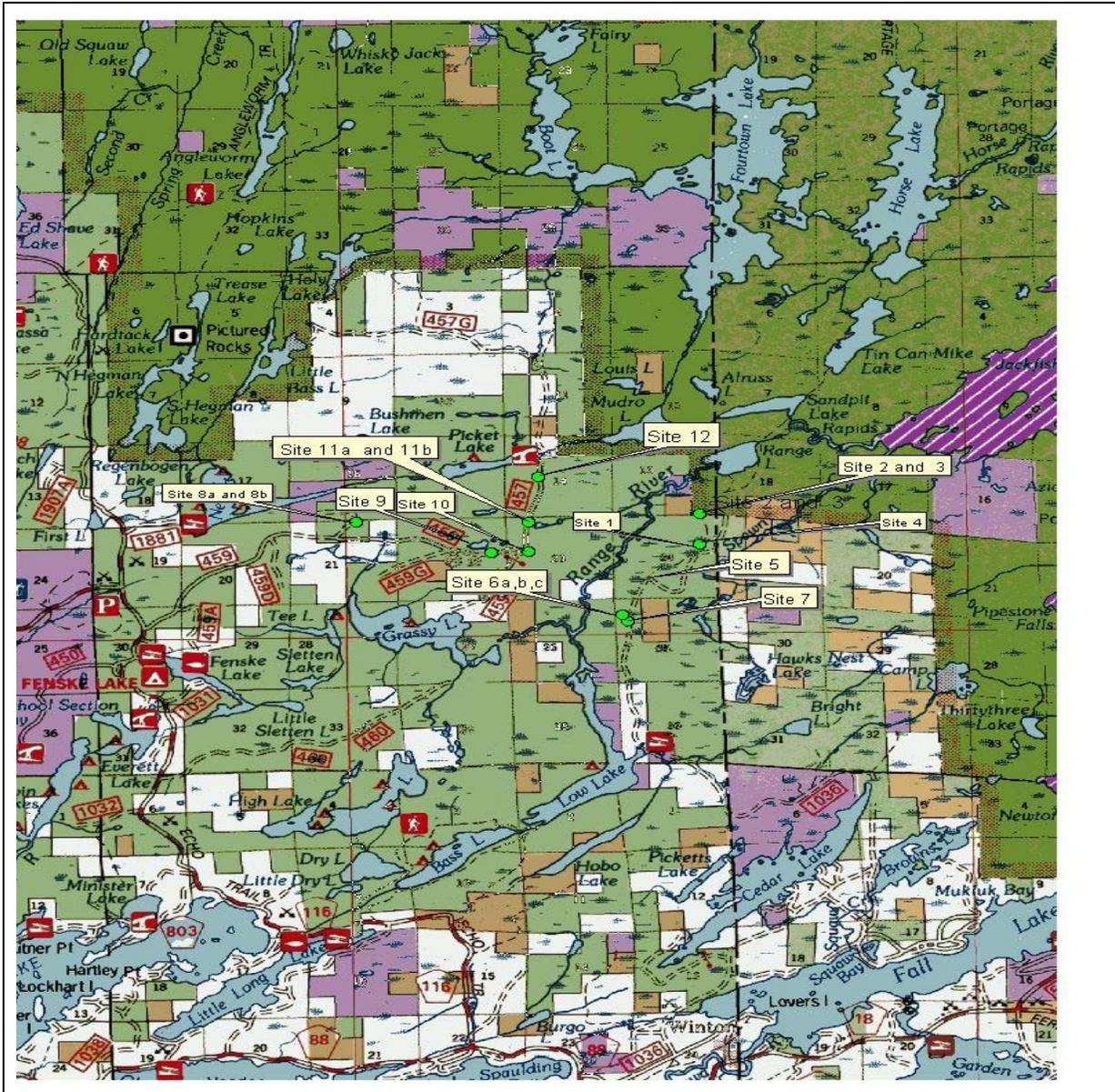
**Site 7:** 110705 Road 07. Road not signed



**Site 8a:** 110805 Road 01. Road is not signed.



**Site 9:** 110805 Road 03. Road not signed.



## TOTAL PROJECT ATV USE OCCURRENCES

### Project Level Surveys (Fall 2005) Summary

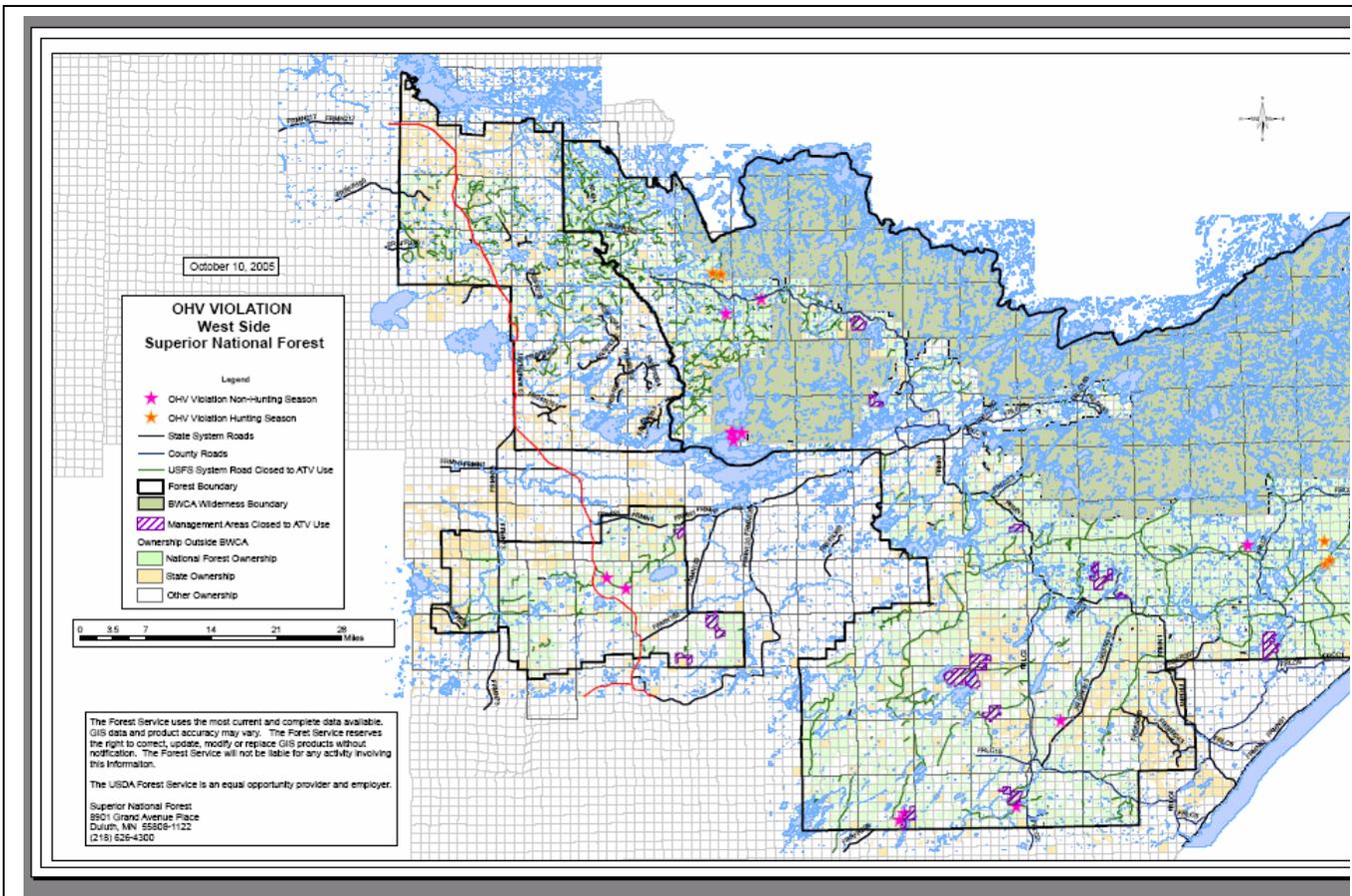
Within the three Project areas, three of the roads shown as "System Roads Closed to ATV's" on the ATV Map had evidence of ATV use before or during the 1<sup>st</sup> day of hunting season. In addition ATV cross country travel (including 2 user created trails into the BWCAW) occurred 11 times and motorized use upon roads not shown on the ATV map were observed at four points immediately prior to the hunting season. Moreover, none of the roads surveyed, including those depicted on the ATV Map, had information signs posted. ATV use occurred on both unclassified and system roads. Resource damage was observed on unmapped roads and from cross country travel.

<b>Table 5. ATV Use Occurrences. Immediately Prior to 2005 Deer Rifle Season</b>			
Mapped Roads Open to ATV 's	Mapped Roads Closed to ATV 's	User Created Trails	Unmapped Unclassified Roads
= > 7	3	11	4

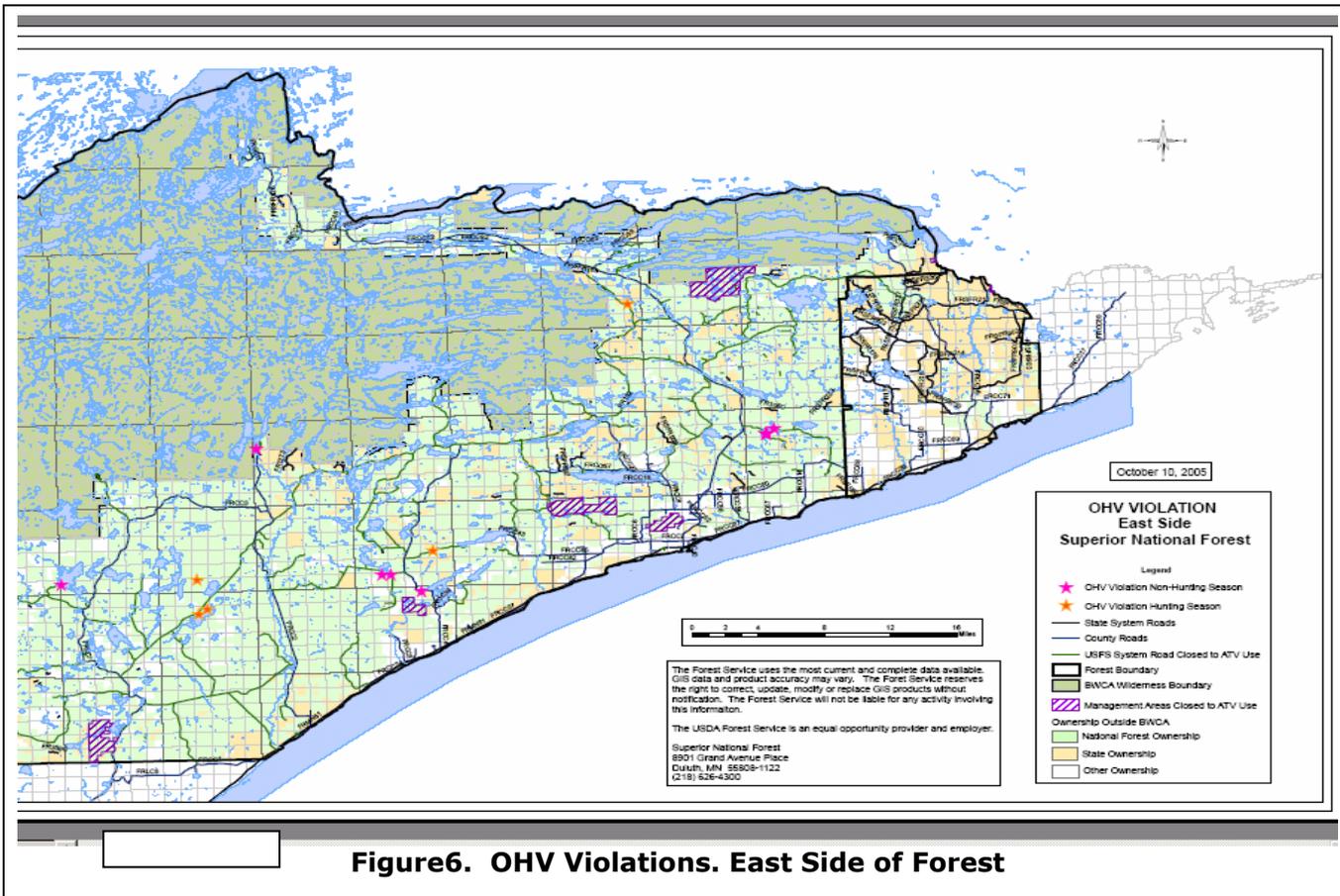
### **B. Forest Level Surveys (Fall 2005)**

Prior to, during, and immediately following the deer rifle hunting season Law enforcement and other personnel on the Forest conducted patrols & other surveys to assess compliance with the 2004 & 2005 Forest Motorized Vehicle policy. Table 6 displays incidents encountered across the Forest and Figures 6 and 7 displays where those incidents occurred.

<b>INCIDENT</b>	<b>TABLE 6. OHV INCIDENTS REPORTED DURING 2005. INCIDENT DESCRIPTION</b>	<b>REMARKS</b>
OHV	Operating Atv On Forest Developed Road	
OHV	Operating Atv With More Than One Person On Atv Than It Was Designed,	
OHV	Prohibited Use Of Atv On Forest Develop Road	Trail Closed To Such Use.
OHV	Atv On Trail	Caribou Trail Snowmobile Trail
OHV	Operating Atv On Snowmobile Trail	
OHV	Operating Atv W/ More Than Atv Is Designed.	
OHV	Operating Atv Cross Country	
OHV	Operating Atv On Forest Development Road	
OHV	Operating Atv On Forest Development Road	
OHV	Motorized Vehicles In Non Motor Area	Operating An Atv On A Road Closed To Such Use.
OHV	Cross Country Travel W/Atv	
OHV		Cross Country Travel W/Atv.
FOREST ROADS/TRAILS	Operate Atv On Prohibited Road	Verbal Warning Per New Ohv Rules. Order R909-04-05
OHV	Rp Came Into Suf So To Check Regulations And Report Violations	Rp Is Adjacent Property Owner & Wishes Not To Identify Violators At This Time.
OHV	Operating Atv Cross Country	
OHV	Operating Atv Off Road	Operating An Atv On A Road Closed To Such Use.
OCCUPANCY USE	Use Of Motor Vehicle Of Forest Roads	
OHV	Operating Atv On Forest Delop Road Oml3-5	
OHV		ATV Cross Country Use - Tracks Left
FOREST ROADS/TRAILS		Operating An ATV In Campground On National Forest Roads
OHV	Operating Atv On Forest Develop Road	
OCCUPANCY USE	Two (2) Illegal Atv Trails	Recent Use
OCCUPANCY USE	Illegal Atv Trail	Maintained This Year. Brush And Small Trees Cut. At Or Near Candidate Research Natural Area.
FOREST ROADS/TRAILS		Operating A Dirt Bike In NF Campground
FOREST ROADS/TRAILS		Operating A Dirt Bike In NF Campground
FOREST ROADS/TRAILS		Operating A Dirt Bike In NF Campground
FOREST ROADS/TRAILS		Operating A Dirt Bike In NF Campground
FOREST ROADS/TRAILS		4X4 Traffic Through Ditch & Berm Onto Closed Road.
FOREST ROADS/TRAILS	Use Of Vehicle Which Is Prohibited	4 ORV 's on Echo Tr Between CG & Indian Sioux River.



**Figure7. OHV Violations. West Side of Forest**



**Figure6. OHV Violations. East Side of Forest**

### **Late Season Field Awareness/Compliance Patrols Summary**

A minimum of 40 ATV violations occurred on the Superior Forest during 2005. The majority occurred during the fall hunting season.. Twenty seven of these were document via incident reports and 13 were not. In addition another 6 incidents included ATV use on unmapped roads. Since these roads did not have specific closure orders, these were not technically violations.

### **(3) Ongoing Management**

#### **Status of Travel management; Designated Routes and Areas for Motor Vehicle Use**

The Department of Agriculture revised regulations and clarified policy related to motor vehicle use, including the use of off highway vehicles. This final rule requires designation of those roads, trails and areas that are open to motor vehicle use. Designations will be made by class of vehicle and, if appropriate, by time of year. The final rule prohibits the use of motor vehicles off the designated system, as well as use of motor vehicles on routes and in areas that is not consistent with the designations. The clear identification of roads, trails, and areas for motor vehicle use on each National Forest will enhance management of National Forest System lands; sustain natural resources values through more effective management of motor vehicle use; enhance opportunities for motorized recreation experiences on National Forest System lands; address needs for access to National Forest System lands; and preserve areas of opportunity on each National Forest for non motorized travel and experiences. The rule was effective December 9, 2005.

#### **Collaborative Motorized Recreation Planning with Counties**

In collaboration with the State of MN, Cook County, 1854 Authority, and Grand Portage Band of Chippewa a team has been chartered to identify current and potential opportunities in providing ATV routes and trails within Cook County. This process includes conducting appropriate public involvement and completing NEPA requirements and documentation. In addition the team is to review all unclassified roads within Cook County to determine their appropriate designation. General timeline identifies completion of this project during FY 2006. Once completed, the team will conduct the same process in Lake and St. Louis Counties.