

Public Concern Statements

Subject: ACCESS and RECREATION (PC #s starting with ACC)

Category: Access & Recreation Coeur d'Alene GA Desired Condition (IPNF)

PC# ACC0074

The FS should include the high level of public access and motorized recreation opportunities in the list of unique features for the Coeur d'Alene GA.

(Letter #: 7)

Category: Access & Recreation Comprehensive Evaluation Report (CER)

PC# ACC0109

The LMPs should accurately reflect the results of the National Visitor Use Monitoring Project (for motorized and mechanized access) in the Desired Condition by:

- measuring use based on the actual number of visitors rather than a percentage of the total population;
- consolidating motorized use data that is hidden and dispersed among a number of categories.

(Letter #: 355, 434)

Category: Access & Recreation Forestwide Desired Condition -- Developed Recreation

PC# ACC0058

The FS should include campgrounds in the Desired Condition for all Geographic Areas.

(Letter #: 94)

Category: Access & Recreation Forestwide Desired Condition -- Dispersed recreation

PC# ACC0041

The FS should expand developed and dispersed recreation opportunities by:

- adding campsites, trails, and recreation facilities;
- converting old and decommissioned roads into motorized/mechanized trail systems;
- installing trailheads near urban areas.

(Letter #: 73, 355, 401)

Category: Access & Recreation Forestwide Desired Condition -- Mechanized

PC# ACC0026

The FS should use additional data in the analysis and mitigation of impacts from mountain bikes.

(Letter #: 216)

PC# ACC0027

The FS should categorize mountain bikes as nonmotorized rather than mechanized to remain consistent with the CFR definitions.

(Letter #: 373)

PC# ACC0028

The FS should manage mountain bike use as distinct from motorized use in accordance with the International Mountain Bicycling Association and the Forest Service Memorandum of Understanding.

(Letter #: 373)

PC# ACC0029

The FS should include mountain bike use in the Access and Recreation Desired Condition by:

- including a goal to provide a primitive recreation experience for mountain bikers in roadless areas, and a family recreation experience closer to roads;
- modifying the language for the KNF PLMP on Page 1-2, paragraph five, sentences 2 and 4 to ensure the future prospects of mountain biking on the forest: "Organized [recreation] events are planned and managed and, where appropriate, existing trails are redesigned to accommodate OHV [stock, or mountain bike] use." and "Trail maintenance is performed to provide adequate corridors for the given users ([mountain bikers], saddle stock, snowmobiles, OHV users, hikers, etc)."

(Letter #: 409, 64)

PC# ACC0094

The FS should categorize mountain bikes as motorized for pedestrian safety reasons.

(Letter #: 365)

Category: Access & Recreation Forestwide Desired Condition -- Motorized (summer)

PC# ACC0001

The FS should maintain or increase summer and winter motorized access:

- to accommodate people with mobility problems;
- to accommodate increasing motorized use;
- to reduce user conflicts, wildlife conflicts, and environmental effects by spreading uses across the landscape;
- to provide wider access to remote interpretive destinations, such as historic mines and cabins;
- to maintain traditional uses including firewood cutting, hunting, fishing, riding and snowmobiling;
- to provide economic returns to local economies;
- by maintaining or increasing the number of airstrips;
- by opening 1/2 the currently gated roads year-round in alternate years;
- by providing an equivalent number, type, and quality of opportunity as nonmotorized users;
- by designating winter ATV areas;
- in grizzly bear core areas.

(Letter #: 440, 38, 387, 40, 413, 417, 425, 427, 357, 433, 441, 46, 109, 480, 486, 490, 494, 67, 73, 429, 223, 132, 136, 146, 154, 158, 207, 208, 355, 469, 234, 238, 25, 275, 280, 299, 304, 326, 331, 213)

PC# ACC0002

The FS should have in place a comprehensive plan prior to any motorized closures or decommissioning including an evaluation of fire suppression, resource management, multi-owner access, and cost share agreements.

(Letter #: 336, 355, 154)

PC# ACC0004

The FS should maintain summer and winter motorized access at existing (historical) levels to:

- ensure adequate funding to enforce closures;
- ensure administrative access for trail maintenance;
- limit resource damage.

(Letter #: 251, 355, 485, 119)

PC# ACC0006

The FS should evaluate and mitigate the cumulative effects of past management activities on traditional motorized access by:

- analyzing roads and trails developed that were associated with timber harvest;
- analyzing the environmental and human consequences on concentrating motorized recreation;
- accounting for all motorized closures since the Wilderness Act;
- creating a Motorized Access and Recreation Mitigation Bank.

(Letter #s: 355)

PC# ACC0007

The FS should emulate other successful recreation programs by developing a network of motorized National Recreation Trails such as the Idaho Trail Ranger Program.

(Letter #s: 355)

PC# ACC0009

The FS should use tools other than closures to manage roads and trails, such as:

- public education;
- maintenance;
- permit hunting and seasonal travel restrictions to accomplish wildlife objectives.

(Letter #s: 355, 411, 412, 427, 64)

PC# ACC0010

The FS should limit motorized off-road use:

- to decrease resource damage, wildlife disturbance, introduction of invasives, and potential to start fires;
- to increase enforceability by restricting motorized access to existing roads;
- where it endangers the safety and security of adjacent private landowners.

(Letter #s: 145, 308, 197)

PC# ACC0011

The FS should address management of the different types of winter and summer motorized recreation separately because there are differences in:

- effects - snowmobiles have no effect on the ground and summer ATV use has little effect on available forage;
- use - snowmobiles are not confined to designated routes.

(Letter #s: 454, 7, 446, 393, 390, 110, 109)

PC# ACC0020

The FS should more clearly describe the relationship between degree of development and challenge offered for motorized recreation.

(Letter #s: 146, 7)

PC# ACC0056

The FS should maintain motorized routes by:

- using local volunteers;
- using funds from RTP and gas taxes;
- using funds for road decommissioning;
- charging a recreation use fee.

(Letter #s: 404, 355, 308, 444)

PC# ACC0063

The FS should take into consideration the differences in land use between motorized and nonmotorized recreation because motorized use is confined to designated routes and nonmotorized use is not confined to designated routes.

(Letter #: 355)

PC# ACC0087

The FS should honor the National OHV policy and OHV decision for Montana, North Dakota and portions of South Dakota (3-State OHV decision) by:

- including a comprehensive inventory of historic mining routes and existing routes meeting the 3-State OHV definitions;
- allowing use of existing motorized roads and trails;
- addressing any proposed closure in the transportation management plan rather than the LMP.

(Letter #: 355)

PC# ACC0090

The FS should recognize that increasing motorized use in areas formerly recommended for Wilderness, Wilderness Study Areas, and other roadless areas will degrade wilderness values, causing irreversible and irretrievable commitment of resources.

(Letter #: 339)

PC# ACC0093

The FS should adequately evaluate and consider the type and quality of experiences desired by motorized visitors including:

- loop trails;
- challenging motorized routes;
- primitive roads and trails.

(Letter #: 355)

PC# ACC0096

The FS should develop an equitable recreation resource allocation strategy:

- between motorized and nonmotorized activities based on acres and miles per visit;
- by applying the same issues and restrictions to nonmotorized and motorized users.

(Letter #: 355, 58)

PC# ACC0111

The FS should create motorized loop routes by permitting OHVs that are not licensed for street use to travel roads linking OHV trails.

(Letter #: 168 ,355)

PC# ACC0115

The FS should amend the Access and Recreation Desired Condition language to include:

- a clearly stated desired condition for access and recreation;
- less restrictive language regarding under what circumstances goals will be accomplished for access and recreation;
- uses with higher-access requirements such as logging and mineral exploration;
- a clear statement of the limits of the Forest's obligation to accommodate different forms and levels of recreation;
- a desired condition that emphasizes non-motorized opportunities;
- addressing the desired conditions to be attained rather than the existing conditions;

- language that has greater emphasis on human-powered recreation. See (Letter #434 for specific edits;
- language that focuses on providing OHV opportunities that maximizes economic opportunity for adjacent gateway communities while minimizing the impact to overall forest health. See (Letter #427 for specific edits.)

(Letter #s: 427, 434, 420, 325, 444)

PC# ACC0119

The FS should list all motorized routes as handicapped accessible between August 30 and December 23.

(Letter #s: 30)

PC# ACC0125

The LMPs should include a strategy for managing ATV use.

(Letter #s: 197)

Category: Access & Recreation Forestwide Desired Condition -- Motorized (winter)

PC# ACC0015

The FS should regulate snowmobile season closures by:

- instituting an April 15th snowmobile closure in grizzly bear habitat and to reduce erosion;
- snow pack rather than fixed date to accommodate changing weather and hibernation patterns associated with global warming;
- using standardized closure dates to minimize confusion.

(Letter #s: 110, 112, 114, 293, 355)

PC# ACC0022

The FS should use a different term than 'play area' in describing snowmobile destinations.

(Letter #s: 444)

Category: Access & Recreation Forestwide Desired Condition -- Roads

PC# ACC0035

The FS should include a desired condition to work with cooperating landowners through cost share agreements and the Federal Road and Trails Act rather than by issuing easements under Federal Lands Policy and Management Act.

(Letter #s: 336)

PC# ACC0036

The FS should close, decommission and obliterate roads and culverts:

- to restore habitat;
- to restore water quality limited stream (WQLS) watersheds;
- to reduce road densities to no more than 1.5 miles per section;
- to reduce smuggling traffic from Canada;
- that cannot be adequately maintained within agency budgets and capabilities, and are causing resource damage;
- that are redundant.

(Letter #s: 460, 64, 475, 426, 267, 257, 197, 465)

PC# ACC0037

The Forest Service should maintain the existing road infrastructure:

- rather than build new roads in order to put road dollars to the best use;
- to access timber stands for treatment;
- for fire suppression;
- for public use;
- by maintaining level 3, 4 and 5 roads annually and level 2 roads as needed;
- by securing funds from Congress for the maintenance backlog;
- by prioritizing roads accessing adjacent landowners.

(Letter #s: 384, 468, 421, 332, 297, 218, 466)

PC# ACC0039

The LMPs should include guidance on reducing road densities.

(Letter #s: 197, 456)

PC# ACC0040

The FS should more clearly address the relationship between an 'efficiently maintained' and 'environmentally compatible' transportation system, and a well maintained transportation system with minimal water quality and fisheries effects by including:

- a desired condition for road densities protective of water quality, bull trout, and westslope cutthroat;
- in the LMP, transportation system language similar to the Lolo NF LMP.

(Letter #s: 257, 197)

PC# ACC0045

The LMPs should include a desired condition and guideline for all roads to meet forestry Best Management Practices (BMPs).

(Letter #s: 336)

PC# ACC0046

The FS should focus on active management in areas with existing roads in order to meet desired conditions.

(Letter #s: 73)

PC# ACC0049

The FS should address the negative effects of road obliteration.

(Letter #s: 355)

PC# ACC0051

The Desired Condition for road and trail maintenance in the LMPs should include language clarifying the adequacy of the existing network for recreation access and sustainable wildlife and fisheries for the life of the LMP.

(Letter #s: 197, 285)

PC# ACC0121

For each GA, the LMPs should include road mile density, how the density affects aquatic resources, and the goals for road density.

(Letter #s: 197)

PC# ACC0126

The LMPs need to include more detail on how travel on the Forests will be managed to reduce impacts to sensitive resources including:

- vision and objectives for road decommissioning to restore riparian areas and improve water quality;
- measurable goals for reducing road density to benefit sensitive resources;
- clear goals for reducing the effects of cross-country travel on riparian areas and wetlands.

(Letter #: 197)

Category: Access & Recreation Forestwide Desired Condition -- Trails

PC# ACC0053

The FS should consider trails as part of the natural landscape.

(Letter #: 355)

PC# ACC0054

The FS should limit vehicle width on roads converted to single-track trails.

(Letter #: 355, 64)

PC# ACC0122

The FS should articulate the criteria used to determine the type of access allowed on specific trails.

(Letter #: 430)

Category: Access & Recreation Forestwide Desired Condition-- Non-Motorized (summer and winter)

PC# ACC0016

The FS should increase nonmotorized summer and winter recreation opportunities to meet the desired condition of solitude in backcountry settings by:

- improving access;
- designating more areas as nonmotorized.

(Letter #: 339, 78, 416, 482)

PC# ACC0057

The FS should separate motorized and pedestrian uses.

(Letter #: 115, 296, 365, 453)

Category: Access & Recreation Forestwide Suitability

PC# ACC0013

The FS should allow winter motorized access in the following areas:

- goat habitat because snowmobiles have had no effect on goat populations;
- Scotchman Peaks IRA, to match the permitted uses between the KNF and IPNF;
- Selkirk Crest and Long Canyon/Parker area on the IPNF;
- Bull GA, Ten Lakes Scenic Area, and Northwest Peaks Scenic Area on the KNF;
- MA3, MA1c, and MA1e.

(Letter #: 35, 444, 57, 59, 34)

PC# ACC0014

The FS should limit winter motorized access:

- to designated areas;
- in order to protect caribou;
- in order to protect mountain goats;
- by prohibiting snowmobiles on Hughes Ridge along the boundary of the Salmo-Priest IRA in order to protect wildlife habitat;
- by prohibiting snowmobiles in the Scotchman Peaks IRA of the IPNF.

(Letter #: 352, 424, 339, 71)

PC# ACC0024

The FS should allow mechanized access to areas other than recommended wilderness.

(Letter #: 122)

PC# ACC0025

The FS should permit wheeled equipment such as mountain bikes and game carts:

- in wild areas;
- in semi-primitive nonmotorized Recreation Opportunity Spectrum areas;
- in primitive areas outside wilderness;
- on trails where they are currently proposed as banned.

(Letter #: 216, 354, 373, 417, 64)

PC# ACC0032

The FS should limit nonmotorized access for horses because of terrain damage.

(Letter #: 347)

PC# ACC0033

The FS should maintain traditional nonmotorized backcountry uses including horses, hiking and backpacking.

(Letter #: 125,307)

PC# ACC0034

The FS should justify additional access restrictions:

- by providing data supporting restrictions or closures for habitat connectivity or endangered species;
- in light of the imminent delisting of some endangered species.

(Letter #: 237, 490, 355, 486)

PC# ACC0050

The FS should limit new road construction to areas:

- where it makes sense economically and ecologically;
- outside IRAs, non-inventoried roadless areas, recommended wilderness, and backcountry management areas.

(Letter #: 297, 94)

PC# ACC0085

The FS should use different measures, other than use, to assess the value of motorized routes, such as remoteness, solitude, and challenge.

(Letter #: 355)

PC# ACC0086

The FS should manage access as a secondary priority to:

- wildlife, vegetation, soil, and water quality issues for both motorized and nonmotorized recreation;
- wilderness habitat;
- minimize habitat fragmentation and degradation.

(Letter #: 257, 339, 419, 99)

PC# ACC0092

The FS should limit motorized access:

- by prohibiting all OHVs;
- in the Tobacco and Kooacanusa GAs on the KNF;
- in the Yaak GA on the KNF to protect grizzly bears;
- in the St. Joe GA on the IPNF to protect elk;
- in the Cabinets and Scotchman Peaks of the KNF to protect species and habitat.

(Letter #: 493, 495, 475, 426, 392, 173)

PC# ACC0128

The FS should designate low elevation "front country" winter nonmotorized areas that are accessible directly off plowed roads because the current nonmotorized winter designations are far in the backcountry.

(Letter #: 419)

PC# ACC0129

The FS should broaden suitability to include motorized uses:

- near urban areas to conserve energy;
- on the Idaho/Montana divide in the Coeur d'Alene GA of the IPNF.

(Letter #: 355, 7)

Category: Access & Recreation Guidelines

PC# ACC0043

The FS should use gates or self-closure rather than obliteration for closing roads and/or trails.

(Letter #: 208)

PC# ACC0044

The FS should make new roads non-system roads.

(Letter #: 116)

PC# ACC0047

The FS should ensure that historic user created, mining, and logging tracks are given legitimacy in the planning process including:

- routes in existence before 1976 considered under RS2477;
- non-system (unclassified or 'ghost') roads.

(Letter #: 355)

PC# ACC0048

The LMPs should include direction regarding maintenance of roads and bridges that lie in Recommended Wilderness and Wild River designated areas.

(Letter #: 377)

PC# ACC0091

The FS should include an analysis and discussion of motorized use in the Strategy and Guideline sections of the LMPs:

- including a baseline analysis with maps to provide information on existing recreational opportunity and need, and an explanation of how the LMPs could affect future site-specific recreation activity plans;
- allowing evaluation of current or future access routes and/or issues;
- explaining how site-specific plans will be developed and approved;
- using the FS-643 Roads Analysis Manual;
- using additional data in the analysis of OHV opportunities;
- using more current data regarding past and present snowmobile use and technology.

(Letter #: 444, 456, 427, 355, 465)

PC# ACC0101

The FS should consider the following additional guidelines for access and recreation:

- Road planning, design, operation, and maintenance should be completed to assure that the road system is inventoried and evaluated, which will assist in identifying roads adversely affecting water quality and aquatic habitat, and the needed maintenance work to correct the problems; and to assure that roads are protective of watershed conditions;
- "Implement seasonal closures, where required, with input and review by OHV recreationists that will: provide the maximum amount of OHV recreational opportunity during the summer recreation season in order to disperse all forms of trail use and thus minimize impacts to trail users; provide winter OHV recreation opportunities in low-elevation areas that are not critical winter game range; provide OHV recreation and access during hunting season by keeping major roads and OHV loops open while closing spur roads and trails necessary to provide reasonable protection of game populations and a reasonable hunting experience; and provide OHV recreation opportunities during spring months in all areas where erosion and wildlife calving conditions reasonably allow.";
- "An adequately funded and effective road maintenance program and policing and enforcement program is needed to assure that roads avoid adverse effects to water quality and fisheries, and that motorized access occurs only on designated routes, and does not occur in restricted areas.";
- "Roads analysis (36 CFR Part 212) shall be used for road management decisions, including upgrading to address water quality degradation, construction, reconstruction, closure and decommissioning of roads.";
- "Minimize road and landing locations in RCAs, and carry out watershed analysis to assure roads and landings in RCAs are protective of watersheds.";
- "Avoid constructing roads on unstable landtypes or landslide or mass failure prone areas. Such areas should be identified for avoidance prior to road design and construction.";
- "Minimize or avoid disruption of natural hydrologic flow paths by roads, including diversion of streamflow and interception of surface and subsurface flow.";
- "Minimize and avoid sediment transport and delivery from roads to streams with appropriate techniques such as: * outsloping road surfaces, * routing road drainage away from erosive areas or where they may discharge directly into streams, * providing adequate numbers of waterbars, rolling dips and ditch relief culverts to avoid drainage running on or along roads * installing

cross-drainage above stream crossings to prevent ditch sediments from entering streams where possible, * minimizing road use during spring thaw periods that causes rutting and channeling of snowmelt and runoff and during wet periods that may erode road surfaces.";

- "Stream crossings should simulate natural stream grade and substrate as much as possible in fish-bearing streams (use bridges, arches and open bottom culverts wherever possible).";
- "Road stream crossings should be assessed to see if they adequately provide for fish passage, floodflows, and bedload and woody debris transport.";
- "Construction of stream crossings should occur during periods of low stream flow (usually in late summer or early Fall) and preferably in the dry. Special care should be taken to avoid or minimize impacts to the stream channel and to riparian vegetation during construction. Stream banks disturbed during construction should be revegetated. Operation of equipment within the channels of creeks and rivers only occurs absolutely necessary and with proper permits and authorizations (e.g., Clean Water Act 404 permits, Montana DEQ 318 authorizations and Montana DFW&P 124 authorizations)";
- "Close and stabilize or obliterate (decommission) roads not needed for future management or recreation.";
- "Roads scheduled for decommissioning should be analyzed with site-specific analysis to determine decommissioning and/or closure methods (such as stabilization, revegetation, with natural drainage restored) that best protects aquatic and terrestrial resources. Culverts or other crossing structures should be left on closed or decommissioned roads, only when they can be maintained on a regular basis to minimize or prevent the risk of failure and associated resource damage.";
- "Road maintenance (e.g., blading) and handling of road waste material (e.g., slough, rocks) should only be conducted: * when the road surface becomes too rough for the designated vehicle use; * when the surface becomes a safety hazard; or * when it is needed to improve road drainage by reducing road surface erosion and sediment delivery from roads to area streams. Avoid blading of road surfaces, including soils and snow, into surface waters or into areas that could result in transport of sediment to surface waters, including wetlands. Avoid routine general blading of ditch lines on insloped roads to maintain vegetative cover for sediment filtering. Where necessary blade only the ditch segments where blockage problems occur.";
- "Inventory for condition then prioritize, plan, and implement rehabilitation, remediation, relocation, or de-commissioning projects for all roads adversely affecting water quality and aquatic habitat during the planning period. Implementation of road maintenance and reconstruction projects will follow identified priorities, based on the availability of funding."

(Letter #: 197, 355, 517)

PC# ACC0103

The FS should standardize signage within and across all agencies.

(Letter #: 355)

PC# ACC0105

The FS should permit travel off designated routes up to 300 feet for game retrieval, woodcutting, and dispersed campsite access.

(Letter #: 355)

PC# ACC0106

The FS should follow the direction provided in the appeal to the Stanislaus NF Travel Management Plan regarding area closure.

(Letter #: 355)

PC# ACC0107

The FS should require that routes and areas damaged by recreation be closed for restoration.
(Letter #: 339)

Category: Access & Recreation Koocanusa/Tobacco GA Desired Condition (KNF)

PC# ACC0065

The FS should improve and maintain existing hiking trails in the Tobacco and Koocanusa Geographic Areas.
(Letter #: 22)

Category: Access & Recreation Libby GA Desired Condition (KNF)

PC# ACC0068

The FS should widen all designated motorized trails in the Libby GA.
(Letter #: 129)

PC# ACC0120

The KNF should consider cross-country ski trails rather than a downhill ski area on Treasure Mountain in the Libby GA.
(Letter #: 22)

Category: Access & Recreation Lower Kootenai GA Desired Condition (IPNF)

PC# ACC0075

The FS should include snowmobile trails, play areas, and high elevation snowmobiling opportunities in the list of unique features for the Lower Kootenai GA.
(Letter #: 146, 7)

Category: Access & Recreation Monitoring

PC# ACC0080

The FS should monitor closures and obliterations in order to demonstrate measurable improvement to the affected resource. If a closure produces no improvement, then the road/trail/campsite should be reopened.
(Letter #: 306, 355)

PC# ACC0082

The FS should establish a monitoring system to assess the impacts of snowmobiles, OHVs, and other motorized recreation, and provide guidance for protecting affected resources.
(Letter #: 339, 365)

PC# ACC0083

The FS should consider the following additional Access and Recreation Monitoring Questions for in order to address the level of user satisfaction and the adequacy of facilities:

- "What improvements (facilities and opportunities) can be made to enhance or increase access and recreation?";
- "What partnerships for maintenance and construction of facilities can be created or enhanced?";
- "At what point are enough "solitude" opportunities enough?";
- "What public input could help improve access and recreation?";
- "Is the road network well maintained with adequate BMPs to avoid road impacts to water quality and fisheries, including impacts associated with off-road motorized vehicle use?";

- "Does the transportation system and motorized access minimize wildlife fragmentation and adverse impacts to wildlife, and contribute to recovery of listed species?";
- "Are unauthorized trails being created?";
- "Are there impacts (unintended or otherwise) to other resources (i.e. snowmobiles topping tree leaders in upper elevation planting units or operating in critical winter range) from unauthorized motorized uses?";
- "Is law enforcement adequate to the task?";
- "Are you meeting demand?";
- "Is demand going up or down for specific activities?";
- "Are activity specific users satisfied with their experience and what would they like to see changed?";
- "Are the roads, trails, use areas and facilities adequate in quantity and quality?"
- "What are the changes within the various uses and what are the trends?";
- "What do you need to do to be responsive to the needs and desires of your customers, summer and winter-motorized and nonmotorized?";
- "What are the impacts of the various uses on the lands and resources?";
- "Are you protecting the wilderness resource in Designated Wilderness?";
- "Have appropriate management actions been taken on trails, recreation sites and/or areas where use is at or near capacity and/or where there are (resource) concerns for the health and sustainability of the lands.";
- "To what level have Forest trails been established and maintained to provide recreation and access for nonmotorized users? Roads and trails for off-road vehicles?";
- "To what level have Forest roads been maintained to provide sightseers and pleasure drivers an enjoyable experience as well as access for all recreational users to trailheads and developed recreation sites.";
- "What human-powered and motorized (and nonmotorized winter) recreation opportunities have been provided for summer and other snowless periods? For winter and other periods of snow cover?";
- "Has off-trail road use been restricted sufficiently to assure no damage to desirable tree/plant growth, meadows, streams, hillsides, etc.?"

(Letter #: 424, 7, 434, 444, 257, 197, 146, 387)

PC# ACC0084

The FS should employ comparable self-reporting visitor use monitoring data collection methods for multiple-use and for wilderness visitors.

(Letter #: 355)

Category: Access & Recreation Objectives

PC# ACC0059

The FS should maintain dispersed recreation sites on a regular basis.

(Letter #: 394)

PC# ACC0060

The FS should evaluate and provide for facilities at OHV trailheads comparable to those at wilderness trailheads.

(Letter #: 355)

PC# ACC0062

The FS should maintain the existing level of dispersed campsites:

- along water courses;
- by creating a new dispersed campsite for each campsite closed.

(Letter #s: 444, 355)

PC# ACC0095

The FS should consider revising the access and recreation objectives for road maintenance to:

- address maintenance of Level 1 roads;
- include miles of road by maintenance level category;
- commit maintenance to those roads causing the most resource damage;
- assure that roads contributing sediment will be improved adequately to address water quality effects;
- include how the agency will address the maintenance backlog;
- include how maintenance will be achieved for different resources (recreation vs. timber production).

(Letter #s: 197, 257, 387)

PC# ACC0097

The FS should consider the following additional access and recreation objectives:

- "To meet the needs of the public for a functional network of motorized roads and trails for access and recreation with practical and reasonable consideration of the environment";
- to improve or decommission roads where causing resource damage;
- to move the Forests toward a minimum transportation system protective of watersheds and aquatic habitat and species.

(Letter #s: 336, 355, 197, 257)

PC# ACC0098

The LMPs should include a clearer connection between the objectives describing measurable, time-specific outcomes and attainment of the desired condition for a resource for general road management and road maintenance.

(Letter #s: 257)

Category: Access & Recreation Other

PC# ACC0018

The LMP should include law enforcement planning in access management to address illegal incursions into, and abuse of, roadless and recommended wilderness areas.

(Letter #s: 322, 465, 430, 62, 394, 293, 257, 115, 423, 309)

PC# ACC0052

The FS should evaluate the visual appearance and environmental effects of motorized and nonmotorized recreation as nearly equal.

(Letter #s: 355)

PC# ACC0104

The FS should clarify how it will utilize the Recreation Opportunity Spectrum (ROS) in:

- the LMP;
- site-specific planning.

(Letter #s: 427)

PC# ACC0110

The IPNF and KNF should better coordinate travel plans in order to ensure consistent management across jurisdictional boundaries.

(Letter #s: 355)

PC# ACC0112

The FS should evaluate issues associated with access and recreation as equal to other resource issues.

(Letter #s: 355, 57, 59)

PC# ACC0113

The FS should consider changing the manner in which motorized and nonmotorized opportunities are measured by adding the miles of road closed to miles of nonmotorized trails.

(Letter #s: 355)

PC# ACC0116

The FS should place the same restrictions on geocachers, with respect to heritage resources, as they place on other low to no-impact uses.

(Letter #s: 387, 448)

PC# ACC0117

The FS should allow comment on the impending Travel Management Plans during the Land Management Plan revision process.

(Letter #s: 145)

PC# ACC0123

The FS should determine motorized and nonmotorized allocations on a site-specific basis only, during travel management planning.

(Letter #s: 110)

PC# ACC0127

The FS should place more emphasis on view corridors from roadways and trails.

(Letter #s: 173)

Category: Access & Recreation Other sources of design criteria

PC# ACC0108

The FS should include additional references in the Other Sources of Design Criteria for Access and Recreation including:

- Roads Policy and subsequent directive (66 FR 3250, 66 FR 3219);
- Forestry BMPs Logan, R. 2001. Water Quality BMPs for Montana Forests. EB 158,2001. MSU Extension Publications, Bozeman MT 59717.

(Letter #s: 336, 422)

Category: Access & Recreation St. Joe GA Desired Condition (IPNF)

PC# ACC0079

The FS should include winter motorized recreation in the Vision Statement for the St. Joe GA.

(Letter #s: 146)

Category: Access & Recreation Yaak GA Desired Condition (KNF)

PC# ACC0069

The FS should consider the Seventeen mile snowmobile loop and the 20 mile off-highway vehicle loop described in the Desired Condition for the Yaak GA during the travel planning process rather than in the PLMP.

(Letter #s: 293, 50, 453, 322, 419)

Category: Project Level

PC# ACC0005

The FS should consider site-specific access planning in:

- the Fourth of July area;
- Upper Priest River and Priest Lake;
- Inventoried Roadless Areas (IRAs) #132, 139, 141-147, 152, 155, and Big Creek #701.

(Letter #s: 360, 49, 470, 24, 155, 132, 129, 118, 477)

Category: Wildlife Coeur d'Alene GA Desired Condition (IPNF)

PC# ACC0073

The FS should restate the Wildlife Desired Condition for the Coeur d'Alene GA because it is unnecessarily restrictive to motorized uses.

(Letter #s: 7)

Category: Wildlife Objectives

PC# ACC0023

The FS should be conservative in designating motorized access in anticipation of currently unknown effects to sensitive species.

(Letter #s: 293)

Subject: AIR QUALITY (PC #s starting with AIR)

Category: Air Quality Guidelines

PC# AIR0001

The FS should disclose methods for meeting the Regional Haze Rule and National and Montana Ambient Air Quality Standards.

(Letter #s: 197, 257)

PC# AIR0002

The FS should consider revising the Air Quality guidelines to:

- include coordination with tribes in recognition of tribal jurisdiction;
- cooperate with States in conforming with the State Implementation and Smoke Management Plans.

(Letter #s: 339, 456)

PC# AIR0003

The FS should provide additional air and visual effects analysis and desired conditions to address particulate matter and resulting impacts on visibility.

(Letter #s: 269)