

# Spokane Workgroup Desired Condition Statements

## MOTORIZED, WHEELED CROSS-COUNTRY TRAVEL

### GENERALLY AGREE AND/OR CAN LIVE WITH

- Use existing roads to get from trailhead to trailhead.
- Idaho should adopt the MT OHV EIS, which is no motorized, wheeled vehicles allowed except on existing roads and trails.
- Specify areas that are not adequate for cross-country travel.
- More signage/education for what is closed or open.
- Opportunities for responsible cross-country travel should exist.
- Cross-country should not be allowed in proposed wilderness or inventoried roadless areas or RNAs.
- Existing routes not on the system should be analyzed in accordance with 36 CFR 295 and this analysis should be a priority for the Forest Service.
- Designate the difference between single track and ATV trails and non-motorized.
- Need to clearly communicate the rules for cross-country travel.
- Need to consider Forest Service budget situation for trail/road maintenance or construction – both effectively using current funds and needing more funds and consider cost share.
- Education of responsible use and regulations is needed. Use resources such as Tread Lightly and other existing sources and personal contacts. Education ie. colored maps and video tape at all outdoor outlets, fishing stores, ATV stores and dealers, hiking stores etc. Better education for trail etiquette for shared trails. Encourage education and signage and proper use of trails to discourage illegal cross-country trails and roads be created. Better law enforcement.
- In motorized MAs, rotate opening/closing of certain roads for management purposes.
- Bicycles limited to existing routes in addition to motorized users.
- Designate OHV play areas on National Forest system lands that are challenging and interesting. Evaluate areas for cross-country motorized travel. Specify areas for free riding and play areas preferably close in and easy to access.
- Better management/more complete inventory of existing and non-system routes.
- Don't surround non-motorized MAs with motorized MAs or don't make a checkerboard out of the MAs.
- Use Geographic barriers between motorized and non-motorized areas to achieve sound and visual insulation.
- Provide adequate opportunities for different motorized recreation ie. jeeps, dirtbikes, ATVs etc.
- Incorporate existing routes into system if appropriate and after site specific analysis is done.
- Close inappropriate existing routes based on environmental concerns and recreational use.
- Publish maps and signs showing recreational uses allowed.
- Look at historical trail system (CCC and fire trails) to evaluate including in the system.
- If play areas designated, provide constructed features and a management plan for the area.
- Allow cross-country for some activities, ie. camping, parking.
- In non-motorized MAs, ensure access to motorized MAs. Don't create an island and limit access to motorized MAs using non-motorized MAs surrounding them.

### GENERALLY ARE SPLIT (DISAGREE AND AGREE)

- Adopt/analyze Sierra Club's Forest Restoration Alternative section on travel management.
- Need to value resources (water, soil, wildlife) as top priority, not self-interest/wants.
- Limit summer motorized wheeled travel to system routes only.

- Avoid concepts of “closed unless open” or “open unless closed” in Plan because too hard to implement. Closed unless designated open lacks flexibility.
- Travel on existing routes should be allowed until analysis is completed for consideration to put them on the Forest Service system.
- Encourage travel year-long on existing roads, trails and designated cross-country areas for all uses.
- Decisions on cross-country travel should be made at the local (GA) level.

**GENERALLY DISAGREE**

- Adopt Executive Order that closes all NFS lands unless marked open/designated for x, y, z.
- No restrictions on cross-country travel. By closing cross-country travel, additional wilderness is created between routes.
- Consider (MA?) opportunities to convert existing single track to ATV trails.

**MOTORIZED, NON-MOTORIZED, SUMMER AND WINTER AREA ALLOCATIONS**

**GENERALLY AGREE AND/OR CAN LIVE WITH**

- Rotate and balance trails for wheeled vehicles.
- Broader handicap opportunities.
- Need to utilize users for education, maintaining and improving trails, and law enforcement.
- Need to increase law enforcement and monitoring. Implement a user count to get solid baseline numbers and baseline numbers at various areas.
- There ought to be areas for quiet/tranquility to meet those users desires/needs because too much motorized users are pushing the non-motorized out of the forest – equality.
- There is a huge disparity between distance covered by motorized versus non-motorized. This needs to be taken into consideration.
- More public input/comment on loop routes in appropriate areas for proper/appropriate uses.
- Seems like there needs to be specific designated areas for specific uses in order to separate “conflicting desired” and for safety purposes. Some people don’t mind co-uses on the same road or trail.
- Incorporate all best available science and data for management decisions/direction.
- All users should pay equal fees. Channel user fees and licenses directly back into forest management and education and trail maintenance.
- Add more specificity to the table that Kent Wellner proposed to go into the Forest Plan for each MA for both summer and winter, like the following table:

| <b>Summer</b>                   | <b>Emphasize</b>                      | <b>Accept</b>                  | <b>Prohibit</b>                |
|---------------------------------|---------------------------------------|--------------------------------|--------------------------------|
| <b>Motorized activities</b>     | <b>Motorcycles, ATVs, 4x4s</b>        | <b>Motorcycles, ATVs, 4x4s</b> | <b>Motorcycles, ATVs, 4x4s</b> |
| <b>Non-motorized activities</b> | <b>Mountain bikes, horses, hikers</b> |                                |                                |

- General forest in summer and winter – local flexibility should address when summer uses and winter uses start and stop based on condition that varies from year to year.
- Create winter non-motorized areas that are for winter non-motorized use – areas other than wilderness (ex. Spokane Mountaineers proposal for Alpine Lakes)
- ATV registration should fund some law enforcement activity.
- Be aware of short seasonal timeframes for motorized use.
- Calving areas closed to motorized use should also be closed to hikers.

**GENERALLY ARE SPLIT (Disagree and Agree)**

- Inventoried Roadless Areas should not be motorized access summer or winter (based on roadless comments national).
  - Wilderness should be non-motorized. Proposed Wilderness should be non-motorized winter and summer. Inventoried Roadless Areas (IRAs) should be managed for multiple use and make decisions by area based on matrix as there are many options. General forest areas should be managed like IRAs.
  - Should be quiet areas with no sounds of motorized vehicles.
  - Research and work to use/adopt Payutte Recreation Plan.
  - If non-motorized areas are available, and there are conflicts in motorized areas with non-motorized users, consider closing area to non-motorized users.
  - Timber management MAs should be open to motorized recreation year-round to all motorized uses.
  - Define areas close in for non-motorized use as in hiking and skiing year-round, while defining areas further out for motorized uses to include play areas, where either activity does not harm or disturb resources and wildlife.
  - Examine areas for additional motorized use, taking into consideration existing MA restrictions.
  - Too much is being closed and/or restricted. Keep things open.
  - Proposed wilderness could allow for some limited motorized use.
  - Proposed wilderness should be managed not as wilderness but to protect wilderness potential.
- GENERALLY DISAGREE**
- Horse but not llamas should be considered with motorized due to potential damage.

## **SUMMER AND WINTER NON-MOTORIZED**

### **GENERALLY AGREE AND/OR CAN LIVE WITH**

- Designate snopark areas in high use areas with developed facilities (outhouses).
- Have areas out of earshot of motorized users summer and winter (geographic barriers)
- Maintain mountain bike routes at Priest Lake.
- Increase non-motorized winter trails at Priest Lake.
- Consideration of wildlife needs in any trail designation and human use – winter and summer.
- Winter and summer definitions/ date varies with wildlife cycles and trail conditions by area.
- Make signs indicating recreational use allowed (more positive) than what's not allowed to reduce vandalism.
- Increase non-motorized winter trails at Priest Lake not at the expense or fragmentation of motorized trails.

### **GENERALLY ARE SPLIT (Disagree and Agree)**

- Increase non-mechanized areas, no bicycles allowed.
- Increase non-mechanized opportunities at Priest Lake.
- Increase non-motorized trail miles for hikers, bikers and horses in Coeur d'Alene District ie. Steven Lake, Independence Creek.
- Maintain current balance of motorized and non-motorized roads and trails.

## **SUMMER AND WINTER MOTORIZED**

### **GENERALLY AGREE AND/OR CAN LIVE WITH**

- Eliminate some existing routes via EIS when incompatible with forest and wildlife restoration.
- Maintenance expense factored into opening and closing of roads and trails.

- Responsible users police and educate other users.
- Encourage commercial enterprise to provide “mudbogs” on private land instead of on National Forest lands.
- Consider developing relationships with state licensing boards to incorporate educational and road/trail etiquette for a motorized license.
- Develop terrain parks on National Forest lands to relieve trail pressure.

**GENERALLY ARE SPLIT (Disagree and Agree)**

- All riders must be accompanied by a person older than 18 who is responsible for them, therefore creating more responsible riding and less resource damage.
- Separation of uses for winter recreation is very important in the St. Regis basin.
- More motorized roads and trails – winter and summer.