

Priest GA/Workgroup Desired Condition Statements

Access & Recreation – Motorized/Non-Motorized Area Allocation

GENERALLY AGREE and/or Can Live with

General

- It should first be recognized that there is only one Public Authority that represents the community and that authority would be the Chamber of Commerce. The Chamber of Commerce is a representation of the economics of the area. Because any decision making within the Forest Plan could alter the community, good or bad the public authority should be notified and involved in the process.
- Provide more clarity of caribou and other species seasonal habitat needs in decisions regarding seasonal access restrictions and decisions.
- Reduce interference by outside groups who do not contribute to the well being of the local economy.
- Make GIS information available to the public on the website.

Motorized and Non-Motorized - Summer and Winter

- The USFS needs to work with the business community, the Priest Lake Chamber of Commerce, to develop a winter and summer economic impact study that would become part of the Forest Plan, which would be reviewed before any decisions are made that, would limit any type of recreation. The majority of the employment rate of Priest Lake is recreation based, directly or indirectly. Any plans that will effect any employment in the community should be reviewed before any actions are taken.
- The USFS needs to work with the business community, the Priest Lake Chamber of Commerce, to develop a winter and summer economic impact study that would become part of the Forest Plan, which would be reviewed before any decisions are made that, would limit any type of recreation. The majority of the employment rate of Priest Lake is recreation based, directly or indirectly. Any plans that will effect any employment in the community should be reviewed before any actions are taken.
- Trails and FS roads are the “arteries” of the Priest Lake economy. These routes need to be improved and maintained to provide for sustainable use.
- The USFS needs to work with the community to develop a recreation needs study that serves as the social component that would be reviewed before any changes are made on the Forest that would affect the social component of the community.
- Do a capacity analysis across the entire GA for all uses. (Including density of use).
- The regional trail system design needs to include areas of challenge, for all types of recreation use, accessible from the main trail system.
- In areas where invasive weed control is a problem, post procedures explaining how all types of users transfer seeds and how to prevent these transfers. If needed, to provide proper cleaning stations to remove seeds from shoes, animals, and equipment before entering the forest.
- On annual basis, review any areas that have been restricted, via community meetings, to determine if the restriction is still warranted.
- Any area, trail or road closures for T&E species need to be reviewed for seasonal application and opened to the public when they are not seasonally sensitive.
- Allow law enforcement behind gated roads as needed. (Emphasis on border patrol and drug control). Border patrol should have keys to locked gates.
- Maintain recreational uses as defined in the current Forest Plan in the currently defined Management Areas.
- When studying or reviewing recreation use in the national forest where it’s possible there may be disturbances that could cause an event that could alter the structure, composition or function of the forest it’s important the study also shows that recreation by human use is no

different from drought, floods, wind, wildfire or insects. Man was placed here to use its resources by the same process.

- Recognize recreation use as a resource of USFS to maintain/increase funding to support recreation use and staff to support it.
- If closed to motorized for caribou, then close to non-motorized recreation as well.
- Clearly post restrictions.
- USFS is responsible for managing the forest as a renewable resource. Recreation is a renewable resource. USFS needs more emphasis on managing and expanding recreation. Recreation pursuits are part of our tradition and needs to be maintained.
- Keep current on recreation trends and make certain there are adequate facilities to accommodate these in order to protect sensitive areas of our forests.
- Provide some type of adopt-a-trail program to help maintain trails, road culverts, etc.
- If summer closure is installed, ensure winter access is maintained. This includes berms, culverts, gates and other structures.
- Utilized volunteer efforts to offset the fees charged.
- No fees charged to use NFS lands.

Motorized - Summer and Winter

- Consider motorized access for handicapped individuals in specific locations. Reference White River Recreation Plan 2-31. Closed roads and motorized trails are necessary to accommodate elderly and others with disabilities (e.g. berry picking, hunting, fishing).
- Maintain access behind gates for administrative uses.
- Work with local and regional groups in developing connecting trail systems to connect regional communities. These trail systems to be used by all types of recreation in summer and winter. This process to take place before any additional areas are closed to recreation use of the Forest.
- Need to stay flexible to allow for changing needs and events.
- Keep the same roads open in the fall hunting season as are open in summer.
- All USFS roads need to be open to the public during periods when there is no seasonal conflict with intended closure.
- Areas should not be closed arbitrarily to motorized recreation.
- Re-establish access to more high elevation areas that provide visitors for those who are not able to walk extended distances.

Motorized - Summer

- Meet current grizzly bear standards before making any decisions for motorized use.
- Clearly recognize the differences between motor types (combustion vs. electric).
- Protect evacuation routes.
- Consider designation of streams and sensitive areas during development of motorized trails/roads.

Motorized - Winter

- Use snowmobiles to accomplish thinning objectives.
- Provide for brush removal from groomed and un-groomed designated snowmobile routes.
- Non-Motorized – Summer
- Retain the historical right to use stock in all areas that are currently open to stock/pack stock use. (from Bob Savage)
- Retain all trails that are currently on inventory as open to stock use. (from Bob Savage)
- Improve trail access for stock and maintain in a usable manner. (from Bob Savage)

GENERALLY ARE SPLIT (Disagree and Agree)

- All input (local and national) is treated equally.
- All concerned public should “pay to say”.

Motorized and Non-Motorized - Summer and Winter

- Establish a monitoring plan to document use and users.
- Develop recreation guidelines for proper care of our forestlands and post in trailhead locations. Also post information regarding any sensitive areas that are accessible via the trailhead so the public knows to respect these areas. Need to educate the users on ethics of use. Pro-active education. The community works with the Forest Service to help communicate proper use and ethics (e.g. Chamber of Commerce, Churches, Retail and objective organizations, etc.
- Enforcement of violators of posted regulations. Increase emphasis and funding for law enforcement. Enforcement action is needed to avoid resource damage and keep motorized on designated areas (compliance).
- Due to enforcement limitations, if violations (use in restricted areas) continue then implement further restrictions.
- Roads should be rehabilitated in the Caribou recovery area and placed in special designation that focuses on caribou recovery. Make a National designation for the caribou recovery area, ie. a Biodiversity Reserve.
- Fees should be charged to all users. Look at utilizing user fees for maintenance, education, monitoring, and enforcement and developing new facilities.
- Fees charged should reflect full and actual mitigation and maintenance costs and split out by particular use.

Motorized - Summer and Winter

- If gate/road is closed, closed to everyone (motorized) including administrative use. (Okay for emergency use and some exceptions). Whenever a road is rerouted around a stream or closed near a stream that access be maintained for handicapped unless it creates an impossible situation.
- Put roads to bed (obliterate) for 4.5 miles from border to strengthen the northern border.
- Need more space and more trails to accommodate increasing number of user for single track and two track users.
- Consider damage caused by snowmobiles to regeneration that may affect wildlife habitats, especially caribou.

Motorized - Summer

- Disperse the motorized use to reduce concentrated effects.

Non-Motorized – Summer

- Bicyclists (mechanized) restricted to existing roads if we're restricting motorized use to existing roads. Treat motorized and non-motorized (mechanized) equally.
- Bicycles are allowed access on all road and trail routes (open and closed).

GENERALLY DISAGREE

Motorized and Non-Motorized - Summer and Winter

- Areas and/or miles of trail should be proportionate to the types of use.

Motorized - Summer and Winter

- Upper Priest Lake and Thorofare should be closed to motor boats.

Motorized – Winter

- End off trail use in caribou recovery area until scientific review is complete. Defer to caribou until scientists agree that snowmobiles and caribou are compatible.

Non-Motorized – Summer

- No canoes or kayaks in the Thorofare or Upper Lake to protect nesting loons along shoreline. Eliminate the canoe portage because it is a sediment source.

Access & Recreation – Motorized, Wheeled Cross-Country Travel

GENERALLY AGREE and/or Can Live With

- The forest needs to remain open to motorized access unless there is a specific reason to close an area – allow motorized, wheeled cross-country travel.
- Any area that is recommended for closure to motorized or non-motorized access needs to have a detailed study indicating how the area is being harmed and a public review process needs to be conducted before any on the ground action is taken.
- No restriction in Threatened and Endangered Species Habitat unless there is peer review science that verifies the activity being restricted is contributing to the loss of the species in question.
- No new restrictions or reductions of dispersed recreation unless closure is mandated after peer reviewed scientific evidence has proven that activities are detrimental to the animals in that area.
- No net loss of cross-country recreation access. If any area that is currently part of a recreation activity has restrictions applied to it then another area of equal value based on community and Forest Service input is opened to the activity that has been restricted.
- Create designated off trail areas.

GENERALLY SPLIT (Disagree and Agree)

- No motorized use off of open, designated/system roads and trails. Shouldn't be riding ATV's next to streams, etc. Eliminate user created trails. This should not occur until good ATV travel routes are planned and designated.
- No cross-country motorized use.

GENERALLY DISAGREE

- No motorized use off of existing roads. Current motorized trails would be closed. No new road construction.
- End off trail use in caribou recovery area until scientific review is complete. Defer to caribou until scientists agree that snowmobiles and caribou are compatible. Voluntarily restrict snowmobile use only if caribou are present.

Access & Recreation – Dispersed/Developed Recreation & Special Forest Products

GENERALLY AGREE and/or Can Live With

- Have Forest Service office hours reflect seasonal uses. Maintain a Forest Service Ranger Station office and a presence at Priest Lake.
- Dispersed recreation sites and special forest products remain the same as in the 1987 Plan.
- Improved recreational developed and high-use dispersed sites for sanitation (i.e. shower facilities so people don't use river or lake, outhouse facilities on the islands).
- Update and improve developed recreation sites.
- Management/balance between developed and dispersed sites to lessen concentrated resource damage.
- Start a monitoring plan for commercial forest products. Capture economic value and harvests.
- If restrictions to NFS facilities and lands continue to increase, public dollar support of the NFS will decrease.
- Increase and continue to support day use sites (ie. Ledgewood).
- Provide education (educational material) on sustainable harvesting practices to commercial and non-commercial (personal) users. (from Margy Hall)
- Manage recreation use to within area's capacity as determined by a forest-wide capacity analysis. Complete a site-specific capacity analysis if needed. (from Margy Hall)

GENERALLY SPLIT (Disagree and Agree)

- No private extraction of public resources for commercial profit.
- Harvesting Christmas trees in caribou & lynx habitat need to be coordinated. Monitor damage that may or may not occur from snowmobiles.

GENERALLY DISAGREE

None

Inventoried Roadless Areas (IRAs)

GENERALLY AGREE and/or Can Live with

- All Roadless Areas be managed to allow all types of recreation, fuel reduction and management activities. Manage IRAs as general forest areas.
- That an area not be considered for roadless designation if the area has historically contained roads that have been abandoned.
- IRA on the Selkirk Crest be open to winter motorized use. Not including current closures.
- IRAs should be managed at the local level to incorporate local issues and concerns.
- (Tightly) control noxious weed invasion into IRA's and proposed wilderness areas by any allowed motorized or mechanical apparatuses, humans, or domesticated & stock animals.
- In IRA's and Proposed Wilderness Areas, administrative or emergency access (including the US/Canadian Border Patrol) into an area should be done in a manner that minimizes the impact to the area.

GENERALLY SPLIT (Disagree and Agree)

- Acquire Idaho Department of Lands roadless lands and place in NFS IRA status.
- Exclude IRAs from fuel reduction activities.
- Examine areas adjacent to IRAs for inclusion into the IRA.
- Manage IRA's and Proposed Wilderness Areas to provide rare or unique benefits that may not be common or available from other public or private lands, such as opportunities for experiencing solitude in remote settings, recreating where lakeshores are undeveloped, harvesting unique natural resources, and providing habitat for Federal and/or State endangered, threatened, or sensitive species indigenous to the area.

GENERALLY DISAGREE

None

Proposed Wilderness Areas

GENERALLY AGREE and/or Can Live with

- Due to the affects of the Endangered Species Act on North Idaho public lands, that there be no more Proposed Wilderness Areas in North Idaho.
- Any existing Proposed Wilderness Areas be managed to allow all types of recreation, fuel reduction and management activities until a final decision is made regarding the area status.
- Border patrol access to proposed wilderness and IRAs as deemed necessary.
- Allow for winter motorized uses in proposed wilderness.
- Allow for fuel reduction projects in proposed wilderness areas to maintain forest health.

GENERALLY SPLIT (Disagree and Agree)

- No IRAs should be proposed as wilderness and un-propose the Salmo Priest for wilderness.
- No proposed wilderness be put into wilderness status and should be returned to general forest allocation.
- Continue the current proposed wilderness areas that are in the 1987 Plan.
- Exclude proposed wilderness from fuel reduction activities.
- Manage same as general forest utilizing the same management practices.
- Manage same as wilderness.

GENERALLY DISAGREE

- All IRAs be proposed for wilderness.
- No fire suppression in proposed wilderness.
- Proposed Wilderness Areas are managed to protect their wilderness characteristics until Congressional action is taken. Non-conforming activities may be limited or restricted. ---- More specifically, management actions or proposed new uses that would be the basis for not recommending the area classification or would alter the wilderness characteristics will not be allowed.
- The Upper Priest Proposed Wild and Scenic River Area should be managed as a wilderness area with a possible allowance of mountain bikes after review and analysis of potential impacts and methods of mitigation is completed.