

<p style="text-align: center;"><i>George Washington National Forest Plan Revision</i></p>	<p style="text-align: center;"><i>National Forest History</i></p> <p>National Forests established:</p> <ul style="list-style-type: none"> • To improve and protect the forest • For securing favorable conditions of water flows • To furnish a continuous supply of timber <p style="text-align: right;">... Organic Act of 1897</p>
<p style="text-align: center;"><i>National Forest History</i></p> <ul style="list-style-type: none"> • Purchase lands as may be necessary to the regulation of the flow of navigable streams or for the production of timber. <p style="text-align: right;">... Weeks Law of 1911</p>	<p style="text-align: center;"><i>National Forest History</i></p> <p>Increased access and development of recreation opportunities</p> <p style="text-align: right;">... Civilian Conservation Corps</p>
<p style="text-align: center;"><i>National Forest History</i></p> <p>National forests are established and shall be administered for outdoor recreation, range, timber, watershed, and wildlife and fish purposes.</p> <p style="text-align: right;">... Multiple Use – Sustained Yield Act of 1960</p>	<p style="text-align: center;"><i>Roads</i></p> <p style="text-align: center;">3 Types of Roads</p> <ol style="list-style-type: none"> 1. Authorized Roads 2. Temporary Roads 3. Unauthorized Roads

Roads

Authorized Roads

Road Status	Miles	Percent of Total
Open Year-round	556	30%
Open Seasonally	451	24%
Closed –Administrative Use	624	33%
Closed Year-round	241	13%
Total Forest	1,872	

Roads

Motor Vehicle Use Maps

- State and Interstate roads
- Trails
- Roads and trails designated open to motorized travel
- Uses by vehicle class
- Seasonal allowances
- Information on other travel rules and regulations

Roads

Traffic Service Level

Level A and B roads: generally open year-round and can expect moderate to high volumes of traffic for all types of vehicles.

Level C roads: designed for low volumes of traffic; are a mix of open and seasonally open roads and are often maintained for only high clearance vehicles.

Level D roads: low standard roads built for a single purpose (timber sales); generally 1.) closed and seeded or 2.) maintained for administrative use.

Off Highway Vehicle Roads

OHV: full sized, licensed, four-wheel drive vehicles- not ATV's or motorcycles

Currently a total of 244 miles of roads are maintained for High Clearance Vehicles.

All Terrain Vehicle Trails

ATV: Motorized Vehicles less than 50" wide

- ATV's are allowed only on designated routes.
- Otherwise, forest is closed to off-road motorized use.

Currently have a total of about 60 miles of designated ATV routes in three areas:

- Taskers Gap/Peters Mill Run on the Lee District
- Rocky Run on the North River District
- South Pedlar on the Pedlar District.

Non-Motorized Trails

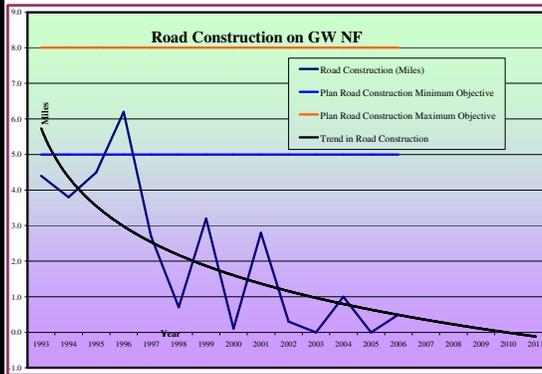
GW plan is striving to provide for a mix of uses including hiking, horseback riding, mountain biking, and backpacking in which the "Share the Trail" concept is promoted.

Current non-motorized trail mileage on the GW is 1066 miles, including two National Recreation Trails (Lion's Tale and Wild Oak) and about 60 miles of the Appalachian National Scenic Trail.

Road Management

The desire for motorized access to the Forest must be balanced against conflicting desires of providing for certain types of wildlife habitat and non-motorized recreation use.

Under the Plan, a road system is to be maintained to serve the public, meet management needs, and protect resources in a cost-effective manner.



Road Management

The miles of road maintained has dropped over the past several years from 860 miles in 2004 to 635 miles in 2007.

OHV Road Management

The existing allocated OHV road network is largely intact. There has been some repair on a few roads over the past 15 years to correct erosion problems contributing to watershed impacts. Three roads initially listed in the Plan have been closed either by nature or through site-specific decisions: Jerkentight Road, Cashaw Road, and Poplar Cove road.

ATV Trail Management

Demand for ATV use likely outstrips supply. It is doubtful that any new areas can be found to be suitable, -including the Archer area. The forest is very likely at the limit of its ability to support ATV use due to the environmental impacts and high costs of maintaining these systems.

What We've Heard

- More Road Access for Handicapped Hunters.
- More roads open year-round
- Preserve road access on existing FS roads
- Selective road closures to prevent spread of invasive species
- Road density and road management should remain part of areas managed for bear, turkey and grouse.

<p style="text-align: center;"><i>What We've Heard</i></p> <p>Don't allow new road construction in particular areas (Inventoried roadless areas, potential wilderness areas, Virginia Mountain Treasures)</p> <p>Limited disturbance of wildlife during the breeding, nesting and brood rearing season is crucial to survival of many wildlife spp.</p> <p>Avoid increasing fragmentation from building more roads.</p>	<p style="text-align: center;"><i>What We've Heard</i></p> <p>Set aside a few hundred acres for managed OHV use that can be maintained by volunteers and a use fee.</p> <p>Maintain the high clearance vehicle trails currently available; hopefully add more.</p> <p>Current Plan has allowed increased OHV damage, both on and off designated trails.</p>
<p style="text-align: center;"><i>What We've Heard</i></p> <p>ATV and 4WD use becoming more popular and trails are becoming congested</p> <p>Develop high clearance areas/trail systems and loops on the existing trail structures</p> <p>The Archer area on Great North Mtn in Augusta County is not suitable for ATV use so we should drop this area.</p>	<p style="text-align: center;"><i>What We've Heard</i></p> <p>Concern about sharing use of trails between horses and mountain bikes safely.</p> <p>Trailheads need adequate parking off the road.</p> <p>Protect the Great Eastern Trail corridor.</p> <p>More short, easy loop trails for families.</p>
<p style="text-align: center;"><i>What We've Heard</i></p> <p>Increase access to high clearance bike trails north of Rt 33</p> <p>Request a designated horse trail in western Rockingham County for family type trail rides.</p> <p>Old Dominion Horse Association has several events (including 100 mile) through Big Schloss roadless area</p> <p>Finish Highlands Trail system loops around Douthat State Park – shared use</p>	<p style="text-align: center;"><i>Tonight</i></p> <p>I think we all agree that having a suitable network of roads and trails is essential to managing the Forest.</p> <p>We would like to hear your concerns and discussion about the following questions</p>

Tonight

On Roads:

1. What areas of the Forest should be suitable for road construction?
2. Are there areas of the Forest that should be high priority for decommissioning existing roads? What should the objective be for decommissioning roads?
3. Are there key areas where roads should not be decommissioned in order to maintain OHV opportunities?

Tonight

On Trails:

1. Are there areas of the forest where additional trails are needed (hiking, biking, horseback riding) or should be emphasized?
2. Are there trails that could be decommissioned so that maintenance funding can be used to higher priority trails?

Tonight

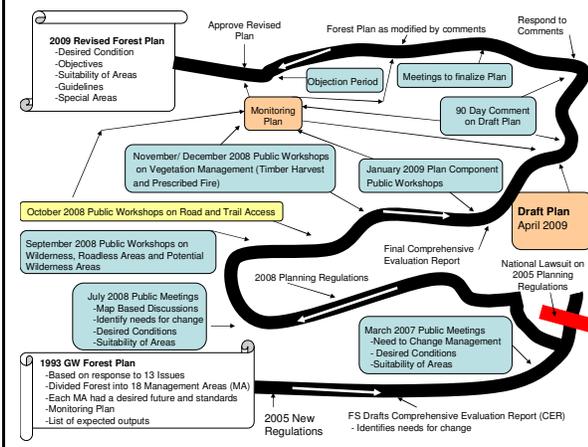
On Roads & Trails:

1. Are there guidelines that need to be added to the plan to address road or trail access issues?
2. Are there monitoring questions that need to be addressed as we implement the access management activities in the revised plan?

Tonight

Break up into the following groups:

- Roads on Lee
- Roads on North River
- Roads on Warm Springs
- Roads on James River
- Roads on Pedlar
- Trails on Pedlar
- Trails on James River, Warm Springs
- Trails on Lee, North River
- Guidelines and Monitoring
- General Access concerns



Next Meetings

- Vegetation Management Meetings
 - November 13 - Verona
 - December 3 – Lexington
- Forest Plan Components
 - January or February - Verona
 - January 29 - Lexington